

*IPMS FAME CITIES  
NEWSLETTER*

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# *Scale Scribblings*

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## January News

Fame Cities began 2009 with a business oriented meeting on January 19. New President Larry Davis had a packed agenda, setting the table for the rest of the year.

In old business we had reports from Joe Staudt and Rick Slagle. Joe informed us that the December raffle netted \$115.00 for the treasury. Reports on the newsletter and website followed, and it appears that our website is back up following some sort of glitch. Ken Patterson updated us on Region 4 news.

Last month we presented Joe Staudt and Rick Slagle with plaques honoring their long service to the club, but somehow we overlooked the other part of their recognition, gift cards to Outback Steakhouse. This oversight was corrected in January. See Page 3 for coverage.

A major point of business concerned the Wingfold Group Build. The list maintained by Larry Davis was updated, and we were all reminded that time is growing short. What seemed far away in September now seems a lot closer (and it is a lot closer!).

We also learned that our meeting room at Cutler, which has always been free of charge, will now cost us \$25.00 per month. After some discussion it was decided that we will stay put and pay the fee on a month to month basis until a suitable alternative becomes available.

A schedule of club contests and demos for 2009 was begun. This year we plan to have fewer contests and more demos. Please see page 3 for a listing of both, and remember that the list is not closed at this time. Next month's demo is a sort of open forum of personal techniques, especially techniques for rescribing. If you can contribute to this come prepared, and even if your technique is not related to scribing bring it in anyway. This should be fun.

The business meeting ended with a discussion of hobby news and a demo presented by Larry Davis on researching a project.

Next meeting February 16

Cutler Real Estate

## INSIDE

Page 2	January Models
Page 3	Meeting Notes
Page 4	Academy F-22A

## FEBRUARY DEMO

A group forum, with emphasis on rescribing techniques. Bring in and show us how you do it! Any technique is welcome, anybody can participate. Share your secrets and learn someone elses.

# *Scale Scribblings*

February 2009 Vol 5, Number 2

## January Models



Larry Davis  
*Hasegawa 1/48 F6F-5N*



John Shimek  
*Dragon 1/144 A-6A and A-6E*



Mike Meredith  
*Accurate Miniatures 1/48 P-51*  
Work In Progress

# Scale Scriblings

February 2009 Vol 5, Number 2

## January Meeting Highlights



Following up last month's presentation of plaques to Joe Staudt and Rick Slagle in appreciation for their service, Fame Cities presented each of these gentlemen with a gift certificate for \$25.00 to Outback Steakhouse.



President Larry Davis presented a brief demo on researching and planning a project, from initial idea to gathering information to completion.



### 2009 Club Contests

### 2009 Meeting Demos

- May Scratch Built sponsored by Amers Hobbies (our usual October event)
- June Hot Rods and Fast Planes sponsored by JR Bruegger - Cars 1929 to 1950; Planes 1950 to 1960
- September P.O.S. sponsored by Ed Kinney - our picnic contest.
- October Out of the Box sponsored by Larry Davis
- December Guard and Reserves sponsored by Ralph Nollan

- February Personal Techniques and Scribing Forum
- March Dry Brushing by Steve Dottavio
- April Airframe Detailing by Ken Patterson

## First Look - Academy F-22A

### Plus Wolfpack Upgrades

The long awaited 1/48 Academy F-22 has finally reached the market, and has been closely followed by resin and brass updates from Wolfpack. Other add ons from Eduard and the rest of the aftermarket purveyors will no doubt follow.

The first impression is the size of the kit box, then the size of the model. The F-22 is deceptively large, as big in planform as an F-15. The Raptor sits much lower to the ground than an Eagle, which probably contributes to it appearing smaller.



Academy has molded the entire upper fuselage in a single piece, which is fixed in a cardboard retainer and is the first thing you see upon opening the box. The lower fuselage is also a one piece molding, with cutouts for the side and bottom weapons bays and the landing gear wells. Construction begins with the cockpit, and the kit offering is really not bad. The real life F-22 cockpit is so simple it's almost boring, with very simple consoles and sidewalls, and an instrument panel consisting almost entirely of flat screen computer displays that are simply black when not powered up. Speaking of which, the entire cockpit is black, with the exception of gray rudder pedals. The provided ejection seat is not bad, but Wolfpack offers a resin replacement which is gorgeous.

Moving on, the massive central weapons bay consists of four major parts, and several smaller items including the missile racks. There is an impressive amount of molded on detail, but the Aerofax book on the Raptor has photos which show a myriad of tubing and wiring harnesses in there, so let your AMS run free. Much the same can be said for the side missile bays, though these are smaller, accommodating a single Sidewinder each. The main gear wells comprise six pieces, not including the struts, and here again there is fairly accurate molded detailing. The nose gear bay has its sides molded integral with the lower fuselage, and a separate roof. Full intakes are provided back to the engine faces, but the intakes are curved sharply for stealth reasons and the compressor faces should not be visible.

The rest of the airframe is pretty conventional in its breakdown, with separate tail surfaces, flaps and the unique vectoring exhaust assembly. The various doors for landing gear and weapons feature interior detail and Academy provides actuators for all of them. Even the canopy assembly includes separate parts for the very prominent jettison thrusters and interior fittings.

Weapons include AIM-9M and AIM-9X Sidewinders, AIM-120C missiles, and GBU-32 guided bombs. All are nicely done, and the decal sheet provides full markings for all the ordnance. Academy also gives us two external ferry tanks, but I'd rather not spoil the clean appearance of a combat ready Raptor.

The large decal sheet includes markings for 18 (yes, 18) different airplanes. This isn't as difficult as it might seem, since the F-22 carries limited low visibility markings, consisting basically of unit codes and serials, a little stenciling, and the occasional commander's markings. Included are the 1st Fighter Wing (FF), the 325th Fighter Wing (TY), the 49th Fighter Wing (HO), the 3rd Fighter Wing (AK), the 57th FWW (WA), the 422nd Test Squadron (OT) and the 411th FLTS (ED).

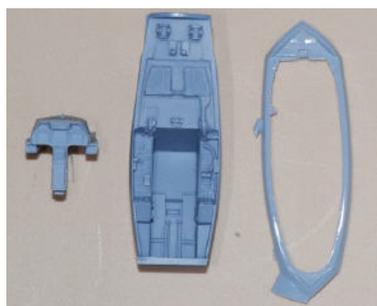
Just in case all that doesn't satisfy your F-22 needs (you know who you are), Wolfpack has you covered with a new resin cockpit and exhaust assembly. The cockpit offers more and finer detail than the kit, but it's a close call since you could pretty easily add the extra detail if you are a moderately accomplished scratch builder. The ejection seat is another matter, since Wolfpack's seat simply blows away the kit offering. You can purchase the seat separately from the full set, and I recommend you consider at least doing that.

The afterburner/vectored exhaust includes replacement petals and a set of metallic interior detail plates done by CrossDelta. The metal plates are available separately, and that might be the best thing to get since the resin pieces are not really much of an improvement over the kit.

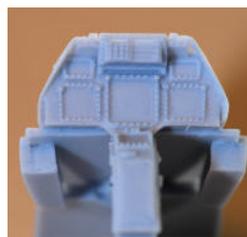
To sum up, this kit is a very welcome addition to the selection of modern jets available to the quarter scale modeler. Academy has a hit and miss track record, and this one I would score a hit. Out of the box it is the best Raptor you can buy, and there is a great start here for the super detailer. The resin sets are a matter of personal preference. I don't regret buying them, but that's up to you.

The most challenging part of building the Raptor will be duplicating the decidedly unusual paint scheme. Lockheed says its a 'coating', not a paint, and it clearly has stealth aspects, but it's very weird. From some angles it looks like normal flat grays, but from other angles there is a definite silvery look to it that I am not at all sure how to achieve. There is an article on ARC that gives one approach to this problem, but I'm not convinced by it. Good luck.

The F-22 retails for \$69.00, not bad in this day of \$80.00 1/72 kits, but you can get it from Sprue Brothers for \$54.00. The Wolfpack cockpit retails for \$19.99, \$10.95 from Sprue Bros.



WolfPack cockpit parts



WolfPack ejection seat



WolfPack exhaust

