

**IPMS FAME CITIES
NEWSLETTER**

AKRON/CANTON, OHIO

VOLUME 4, NUMBER 6

JUNE, 2008

Scale Scribblings

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May News

In May news, the biggest item was yet another (and the final) change of date and place for our annual kit auction. The details are at the bottom of this page. This event is always a lot of fun.

Joe Staudt informed us on the fat state of our finances, and pointed out that a number of members have not paid their 2008 dues. The list of delinquent members was attached to the last newsletter. We indicated that those who did not pay by June first would not receive the newsletter. I have decided to extend one more month's grace period, but this will absolutely be your last newsletter if you are not paid up.

The list of subjects and builders for the folded wing group build is included again on page 6 and 7. We would like an update from all participants at our next meeting on their progress. If you do not plan to attend the meeting please email your information to one of the E-board (addresses at left) or to Larry Davis at sabreclsx@aol.com. There are still plenty of subjects not spoken for - check the list and join in.

Scale Scribblings still needs content, so take up pen and pencil (or keyboard) and write something! We are especially interested in automotive and armor subjects.

Next meeting June 16

Cutler Real Estate

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2008 Fame Cities Kit Auction Rescheduled (Again)

This year's kit auction has been rescheduled again due to conflicts with other local activities. The new date is Sunday, July 13 at 1:00 PM. The new location is Ed Kinney's home. In addition to unloading your old kits this is a chance to help break in Ed's new deck. Mark your calendars!

Scale Scribblings

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May Models



Andy Miday
Tamiya F-14



Dave Morrisette
Academy F-18C 1/72



Larry MacMillan
AMT-ERTL 1958 Edsel



Larry Davis
Hasegawa F-4E 1/72

Ed. Note: This is the original, not the new tool, Hasegawa kit. All details scratch built. First Place 1975 Nationals.



Joe Staudt
AMT 1957 Ford Fairlane

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Larry Davis
Hasegawa F-86E

Kit converted from F-86F
to an F-86E



Bob Ulrich
Hasegawa B-25J 1/72



Stan Mikush
Revell FW-190A9 1/72

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Mark Smith
The Flying Circus 1/72



Mark Smith
Roden DH-2 1/72



Mark Smith
Roden Felixstowe 1/72



Al Hubert
Hasegawa FW-190A-6 1/72
Hasegawa FW-190A-6 1/72



Steve Dottavio
Hobbycraft Sea Fury 1/32
Work In Progress



Scale Scribblings

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May Contest Results

First Place - 1/72 Scale

Bob Ulrich B-25J



First Place - Cars 1955-58

Larry MacMillan 1958 Edsel



Second Place - 1/72 Scale

Mark Smith Felixestowe



Second Place - Cars 1955-58

Joe Staudt 1957 Ford Fairlane



First Place - Non Theme

Andy Miday F-14D



Second Place - Non Theme

Larry Davis F-86E



ATEASE

IPMS Fame Cities Group Build Project

1/48 scale US Navy or Marine Corps aircraft of all eras. Must be built with wings or rotors folded if the aircraft had this feature. Otherwise, must be built with landing gear in kneeling position or in some form of 'rest' configuration. If there is any question regarding a particular subject, direct your inquiry to Larry Davis or Ed Kinney. Markings must relate to an aircraft carrier, not a land based unit, and when volunteering for a subject please specify your markings choice. Duplicate subjects may be allowed, but NO duplicate markings. You are encouraged to select a subject that is not already "taken". The following is the current list as of the publication date; it will be updated monthly.

World War Two

Douglas TBD Devastator	<i>Ed Kinney</i>	<i>Gary Wolfe</i>
Grumman TBF/TBM Avenger (Accurate Miniatures)	<i>Ed Kinney</i>	
Grumman F4F Wildcat (Tamiya or HobbyBoss)	<i>Ed Kinney</i>	
Grumman F6F Hellcat (Hasegawa or Eduard)	<i>Ed Kinney</i>	
Grumman F7F Tigercat (Italeri or AMT)		
Grumman F8F Bearcat (Academy or Italeri)	<i>Jerry Royer</i>	
Grumman S2F Tracker (CollectAire)		
Curtiss SB2C Helldiver (Accurate Miniatures)	<i>Ed Kinney</i>	
Douglas SBD Dauntless (Hasegawa or Accurate Miniatures) ***	<i>Ken Patterson Jr.</i>	
Vought SB2U Vindicator (Accurate Miniatures)	<i>Ed Kinney</i>	
Vought F4U-1 thru AU-1 Corsair	<i>Ed Kinney</i>	<i>Ralph Nollan</i>

Post World War Two 1946 to 1970

McDonnell F2H-2 / 2B / 3 / 4 Banshee (Testors)		
McDonnell F3B Demon (Grand Phoenix)		
McDonnell F4H / F-4B/J/N/S Phantom (Hasegawa, Monogram, others)		
McDonnell-Douglas RF-4B (Hasegawa)		
Grumman F9F-2 / 3 / 4 / 5 / 2P / 5P Panther (Monogram and Trumpeter)	<i>Ed Kinney</i>	
Grumman F9F-6 / 6P / 8 / 8P / 8T Cougar (Fonderie Miniatures)		
Grumman A-6A/E/EA-6 Intruder (Monogram)	<i>Dave Morrisette</i>	<i>EA-6B</i>
Grumman F11F-1 Tiger (Fonderie Miniatures)		
Douglas F3D Skynight (Czech Model)	<i>Dave Morrisette</i>	
Douglas AD-2 / 3 / 4 / 6 (A-1) Skyraider (Monogram and Tamiya)	<i>Ralph Nollan</i>	
Douglas F4D-1 Skyray (Tamiya)		
Douglas A-4/TA-4 Skyhawk (Hasegawa and Monogram) ***	<i>Bob Ulrich</i>	
Vought F7U Cutlass (Hobbycraft)	<i>Ed Kinney</i>	<i>Larry Davis</i>
Vought F8U (F-8) Crusader (Monogram, Hasegawa, ESCI)	<i>Bob Ulrich</i>	<i>F-8E</i>
Vought A-7A/B/E Corsair II (Hasegawa)	<i>Mike Meredith</i>	<i>A-7E</i>
North American FJ-1 Fury (Czech Model) **		
North American FJ-2 / 3 Fury (ESCI)	<i>Larry Davis</i>	
North American FJ4/4B Fury (Grand Phoenix or HobbyBoss)	<i>Larry Davis</i>	
North American A-5/RA-5 Vigilante (Trumpeter)	<i>Ed Kinney</i>	<i>Dave Morrisette</i>
Ryan FR-1 Fireball (Czech Model)		

Post World War Two 1970 to Present

Boeing(McDonnell-Douglas) F-18A/B/C/D Hornet (Hasegawa, Monogram, others)
 Boeing F-18E/F Super Hornet (Hasegawa, Revell, Italeri)
 Grumman F-14A/B/D Tomcat (Hasegawa, Monogram, Academy, others) ****
 Lockheed S-3A/B Viking (Italeri and ESCI)
 Boeing MV-22 Osprey

Bob Ulrich F-18F

*Ken Patterson, Sr.
 Steve Dottavio*

Helicopters

SH-60 Seahawk (Italeri)
 H-3 Seaking (Hasegawa)
 H-53 Sea Stallion (Academy)

Ed Kinney

Ed Kinney

Ed Kinney

Notes

- ** Wings do not fold, but has nose wheel kneel.
- *** Wings did not fold, but one example needed to fill out collection.
- **** Wings in oversweep position for storage.

Most of the kits listed do not include folding wings out of the box. Conversion kits may be sourced from Cutting Edge (Skyraider, Bearcat); Wolfpack (Crusader, Hornet, Super Hornet); Aires (Wildcat); and Avionix (EA-6). This listing is based on a quick Internet search and may not be comprehensive. There are also out of production conversions from Dangerboy and Cutting Edge, which you may be able to track down and acquire (at a price).

In other wing fold news, we have received all the carrier deck sections from Nautilus, and preparing these for display will be another project requiring help from any who is interested. This may be a good way for someone to get involved without actually having to build a model. The car and armor guys can help paint and assemble the bases, for example. It would also not hurt to get a variety of opinions on how we set the display up. The more people that get into this project, the better, and all are welcome to help.

Hasegawa P-40E 1/32 Scale

In Box review

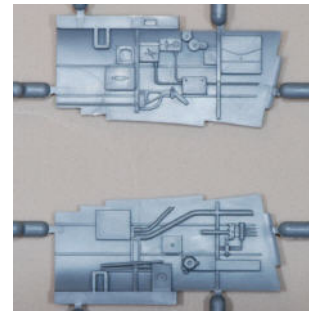
Molded in Hasegawa's standard gray plastic, this long awaited kit is basically a scaled up version of their 1/48 series of Warhawk kits. The modular break down clearly indicates more versions to follow. The larger scale allows inclusion of more and better detail, which is reflected in the cockpit and landing gear.



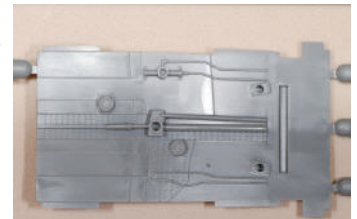
The forward fuselage is conventionally split vertically, and encapsulates the cockpit and radiators. This section ends just behind the wing. The separate aft fuselage is also split vertically, and allows for future kitting of the longer tail P-40's. A number of version specific panels and parts are separate, ala the 1/48 scale kit. The downside of this is that there is no vertical panel line on the P-40 aft fuselage to provide a convenient break point, meaning that the join line between front and aft will need to be sanded smooth. This is also true for some of the separate panels, and the instructions also indicate some recessed molded in detail to be filled and smoothed.

The interior area behind the cockpit varied from one Warhawk version to another, and Hasegawa caters to this with separate moldings. One annoying area of all P-40 kits is fitting the clear panels behind the cockpit, and Hasegawa has addressed this by molding the outer panels completely in clear (broken on panel lines), eliminating the need to try and fit just a clear piece on each side.

The eighteen piece cockpit is very well done, and matches up nicely with my references. The instrument panel, in particular, is exceptionally nice. The sidewalls are complete and feature separate parts for the throttle, canopy crank, and other fiddly bits. The sprues include two gunsights marked not for use, further confirming that more versions of this tooling await us. Two decals are provided for the instrument panel, one with complete coverage and one consisting of instrument faces only. The only omission I found was lack of the bomb release controls to the left of the seat. My references are unclear whether this was found in all P-40's, so use your judgement. Considering the constraints of injection molding the cockpit is really quite acceptable out of the box. With a few additions and improvements it could be a gem. If those options don't do it for you the aftermarket boys will no doubt be along with a replacement.



The radiator section is done better here than any other kit I've seen, with interior ducting, radiator faces and very nicely done outlet flaps with correct actuator details.



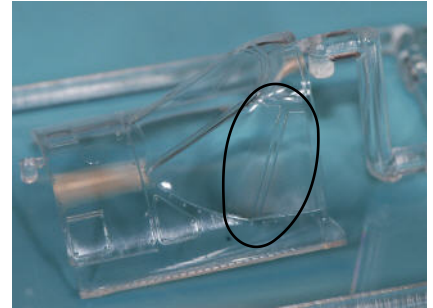
Wing breakdown is conventional, with a one piece lower wing and separate right and left upper wings. The seven piece main gear well assembly features a single forward spar section, complete with the unique P-40 perforations. Gazing at the lower wing may mystify you, however. There, molded in fine style, is the interior ribbing of the flaps. The corresponding rib detail on the upper wing is absent, there is none of the actuation gear, and the instruction sheet has no mention of the flaps. It seems as if Hasegawa started to give us droppable flaps but ran out of budget or time and stopped halfway. No doubt a resin fix will appear, but a bit of scratch building could finish off what Hasegawa started. The gear struts are accurate and well molded, with separate scissors, retraction arms and the small gear segments that rotated the wheels as the gear folded. Tires include separate hubs.

A centerline drop tank, and a bomb are included. The bomb features separate fuse spinners and complete markings are provided on the decal sheet. Exhaust stacks are molded in two halves, allowing a hollow interior. Don't panic over the seams; the P-40E stacks were welded. The remaining bits are all as nicely done as the rest of the kit.

Scale Scriblings

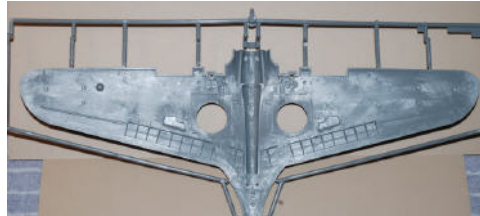
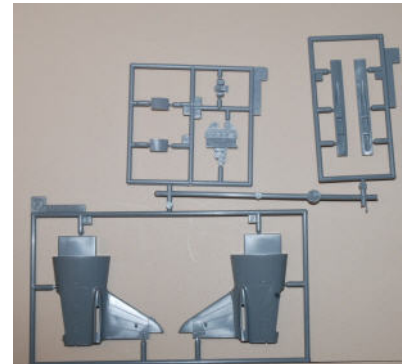
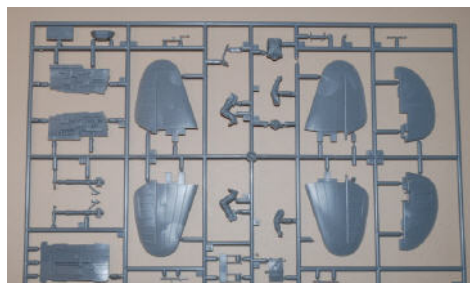
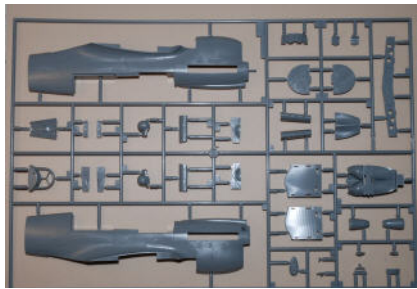
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Now the bad stuff. Hasegawa was not content with molding the aft cockpit section in all clear, and decided to mold the windscreen and its mating upper fuselage section in one clear piece. OK, but not necessary. The big problem is that they got the windscreen wrong for a P-40E. Note in the photo the vertical frame lines just forward of the aft frame. These lines are present only on P-40M and P-40N aircraft, and are not found on any earlier versions. To make matters worse, the lines are recessed, meaning you cannot just sand them off and polish out the scratches. I have not figured out how to fix this, so I'm open to ideas.



The decal sheet includes markings for John Landers' "Texas Longhorn" and for a shark mouthed airplane flown by Ed Rector. Both are in the British tan and green upper surface scheme, with the first in azure blue undersides and the second in gray undersides. The sheet also includes full stencil details, the bomb markings and propeller markings.

So, what's the verdict? Despite the windscreen snafu, this is a great kit, and probably worth the MSRP of \$65.00. I am very disappointed about the windscreen, but this is almost certainly better than what Trumpeter will offer, and you won't be paying for a ton of detail you'll never see.



Note the flap detail.

