

**IPMS FAME CITIES
NEWSLETTER**

AKRON/CANTON, OHIO

VOLUME 4, NUMBER 5

MAY, 2008

Scale Scribblings

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April News

April was a light month for news. Most of the discussion involved the just completed Regional Convention. The Cleveland guys put a lot of thought and work into this, and it showed. Organization was the word, from registration to the final awards. Fame Cities was well represented once again, with many awards taken home by our members. A particular mention must be made of Ed Kinney, who received a very Special Award for his lifelong contributions to modeling in Northeastern Ohio. Congratulations Ed! See pages 8 and 9 for photo coverage.

The IPMS Nationals also came in for some discussion. The hotels in close proximity to the convention are pretty much sold out, and the less convenient ones are going fast, so if you are planning to attend you need to move fast on lodging.

A reminder, our annual Kit Auction at Goodrich Aerospace is scheduled for Sunday, June 8, at 1:00 PM. Plenty of time to dig out those old kits you'd love to foist off on someone.

Also, remember next month's contest, noted below.

Finally, we are still looking for people who wish to build for the wing fold group build - next month's newsletter will include the list again, or refer to a previous newsletter - there are plenty of subjects left.

Next meeting May 19

Cutler Real Estate

INSIDE

April Models Page 2 thru 5

F-86 Kits Compared Page 6 and 7

Regional Photos Page 8 and 9

May Contest



Modeling for the Visually Impaired - 1/72 Scale Only

American Cars 1955 to 1957 (or 1958 if you insist)

Sponsored by Larry Davis

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April Models



Dave Morrisette
Dr. Who and Tardis



Ken Patterson Jr.
A-4E Aggressor



Larry Davis
F-86F Golden Hawks



Steve Fern
Shinden

Both 1/72 Scale



Typhoon

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Joe Staudt

1953 Alfa Romeo

Alfa Giulietta



Larry Davis

Macchi MC-202

Dave Kinney

Ferrari Testarosa



Al Hubert

HE-162 A-1 (1/72 Scale)



Macchi 202 (1/48 Scale)



Mike Meredith

Grace

Dave Morrisette

Macchi 202 (1/32 Scale)

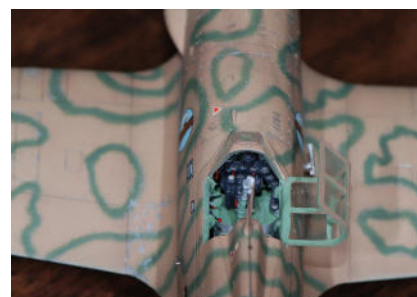


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Bob Ulrich
Macchi MC-205



Panzer III M



Mike Meredith
ME-109



John Shimek



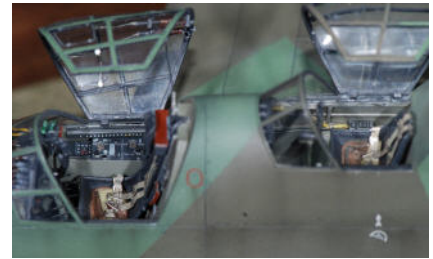
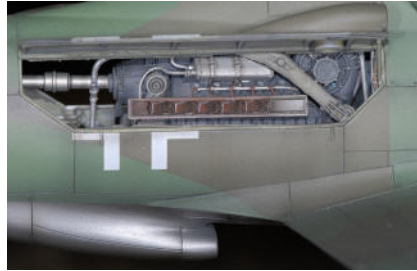
Bob Ulrich
F-18F Super Hornet

M4-A2 USMC



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Jerry Royer

DO-335



John Shimek

M3/75MM GMC



Bill Weckel

ME-109

Work In Progress



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ATSA ITALIANO!

Contest Results

First Place

Larry Davis



Second Place

Bob Ulrich



Third Place

Dave Morrisette

Non Theme Winners

First Place

Jerry Royer



Third Place

Larry Davis



Second Place

Mike Meredith

A Tale of Two Sabres

The Academy and Hasegawa Quarter Scale Kits Compared

By Larry Davis



Being somewhat of an expert on the F-86 Sabre, many people have asked me about the 1/48th scale Hasegawa and Academy kits. So I decided to build the two kits side by side and compare them.



Upon opening the boxes, one sees that they are very similar - and very different. Both are F-86Fs with the hard wing and fences. And both appear to be accurate at first glance. But looks can be deceiving. The Hasegawa kit is a mixed bag of '6-3 wing' combined with a Mitsubishi fuselage. While the Academy kit is a true F-86F-25/30 throughout. The difference is in the scoops that were on the Mitsubishi Sabre but not on the North American F-86F.

Both wings look accurate and have the leading edge fences as an add-on part. Both wings have the correct span, as long as you get a Hasegawa USAF version. And both cockpits appear to be accurate within reason. Nice basic seat that can be turned into a masterpiece with a little bit of Eduard and some wire, or by adding one of the resin seats (my choice). Both kits have a separate throttle and control stick, although the Academy stick handgrip is too tall. And neither kit has any 'top deck' detailing at all.

But that's where the similarities end. The Hasegawa kit has the gun bays closed, the Academy kit has them open. Gear bays are similar although the Academy kit has both early and late style nose wheels. Hasegawa only gives you the late style finned nose wheel. Both kits give you open dive brake bays but the Hasegawa kit has additional hose detailing included.



Both kits have a full intake trunk leading to the front of the J47 engine. But Hasegawa only gives you the compressor front. Academy gives you a detailed, complete J47 engine, including the fuselage bulkheads. Why? Because they have made it so you can separate the rear fuselage from the front and show the engine in the airplane. They also give you an aft fuselage cart to rest it on. The Hasegawa kit is scribed internally to remove the aft fuselage - but no engine has ever been offered.



So how do they go together? Again there are differences. The Hasegawa intake/nose gear bay/cockpit is three parts and a bit fiddly to get correctly lined up. Academy has the gear bay and cockpit molded as part of the intake trunk. Thus it has only two parts and is easier to get lined up in the fuselage. But they make up for that with the engine mounts. It's a bit of a trick to slide the engine through the bulkheads and get it seated into the intake trunk. Not impossible, just tricky. And all that added engine detail requires more weight in the nose to get it to sit on the gear, about 15 grams. The Hasegawa kit requires about 10 grams because it has less weight behind the main gear.

Both fuselages go together nicely with a minimum of filler. Until you get to the nose intake. This is where that fiddly 3 piece intake trunk is a pain. It can get off center easily. Plus the Hasegawa nose just doesn't fit quite right requiring a bit of putty. The Academy intake fits nice and tight and lined right up with both the intake trunk and the outer fuselage. But the Academy kit didn't fit that great in the vertical tail area, needing more than one clamp to keep it straight.

Both sets of wings went together well but the Academy kit needed a bit of filler at the trailing edge.

Drop tanks were a story unto themselves. You takes your choice - accuracy or ease of construction. The Academy tanks fit nice and tight but aren't as accurate as the Hasegawa ones in shape, especially at the nose. But the Hasegawa tanks are split vertically with a seam right next to the fill caps. A pain to sand out without destroying detail. And the Hasegawa fins didn't fit well at all. Academy was the choice here by a large margin. And Academy gives you both the North American 120 gallon 'combat tanks' as well as the 200 gallon Misawa tanks developed during the Korean War. Hasegawa does give you the large Mitsubishi tanks seen on JASDF Sabres if you can find one of the JASDF kits. Both kits give you you choice of tank fins, with or without stabilizing fins.

Fitting the wing to the fuselage proved to be only a slight problem. Both kits fit well in the wing root area although the Hasegawa kit needed some work at the front juncture. I used the tried and true method of gluing the wing at the front and rear, letting that set up overnight and then tackling the wing root. No sweat on either kit. I simply taped one wingtip to the other, which forced the wing tight against the fuselage. A little liquid cement down the root and let it set overnight. Ouil! No filler required.



It's at this stage that you need to decide what type of Sabre you're building because if you are doing a USAF Sabre you'll need to remove the scoop on the right side of the rear fuselage. Mitsubishi airplanes had them, Canadair and North American Sabres did not. Additionally, if you're building a Canadair Sabre Mk5 or 6, you'll need to add the 'sugar scoops' to the rear fuselage after you remove the Mitsubishi scoop. Confusing isn't it. The 'sugar scoops' are available from AMS Resin or as part of an RCAF decal package from Flightdecs.

Painting. I built both airplanes totally different from each other as far as schemes go. The Academy kit is done as an RAF Mk4 modified with the 6-3 hard wing, and is in the normal RAF camoflage of Dark Green (FS 14079) and Dark Sea Grey (FS 16173), with silver painted underside.

The Hasegawa kit was built and modified into a Canadair Mk 6 assigned to the Golden Hawks flight demonstration team. I used Alclad Pale Gold, which was then buffed out and polished. The decals were applied, after which I applied a couple of coats of Alclad clear (thankfully supplied by Ed Kinney), which was also then buffed out and polished.

So what is my choice for the better kit? Well to tell the truth, it's six of one and a half dozen of the other. If you want more detail, you go with the Academy kit. If you want more schemes and types, you get the Hasegawa kit because it's available in Canadair Mk 4/5/6 kit form and decals for RCAF, West German, and RAF squadrons, plus a JASDF F-86F-40, a USAF RF-86F, and a Korean War F-86F. The Academy kit is available ONLY as a Korean War F-86F.

If you want ease of building, I'd choose the Hasegawa kit but only because the extra Academy parts make it more difficult to build. For accuracy, I have to choose the Academy kit. There are too many Mitsubishi modifications done to the Hasegawa kit. Neither kit can be built 'out of the box' to a Canadair Mk 5 or 6 variant as they both need the 'sugar scoops' on the aft fuselage. Both are correct (within reason) to do a USAF combat F-86F from Korea. The late 1950s Korean War airplanes need to be built using the F-86F-40 kit with the longer wingspan.

Hmmmmmm. I think I'll take the Aca--, no the Hasa--. Oh hell, I'll build them both! Over and over again!

PS: I'll do a feature on Sabre wings in a future issue. It's confusing!

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2008 REGION FOUR CONVENTION



Fame Cities was well represented at the Regional Convention



Lunch at Bennigan's (no, we did not get thrown out)



Ed Kinney after receiving a special award for his work in the modeling community



At the banquet - we almost got thrown out.



A small collection of model photos - nice stuff!

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