

**IPMS FAME CITIES
NEWSLETTER**

AKRON/CANTON, OHIO

VOLUME 6, NUMBER 5

MAY, 2010

Scale Scribblings

President
Larry Davis (sabreclsx@aol.com)

Vice President
Kevin Hess (whistlestophobbies@sbcglobal.net)

Secretary
Rick Slagle (IPMS34473@hotmail.com)

Treasurer
Joe Staudt (jstaudt@neo.rr.com)

Newsletter Editor
Bob Ulrich (doubleugly@sssnet.com)

Chapter Contact
Ken Patterson (pattken@zoominternet.net)

April News

There wasn't a lot of business to discuss at the April meeting, but we had a boatload of models! Andy Miday's Float Plane contest drew a respectable number of entries, and we had just as many non theme models as well. Kudos to all.

Joe Staudt, treasurer and keeper of the club DVD collection informed us that we have a new video available on figure painting. It's going to take more than a DVD to make me a good figure painter. See Joe if you're interested.

In old business, due to a miscommunication problem we did not send a trophy package check to the Region 4 convention. Larry Davis and Ken Patterson did attend the regional, and Larry has a short recap in his president's notebook on page 7.

Following a discussion of model industry and kit news, Bob Ulrich presented a demo on scribing and re scribing kit panel lines. The contest was won by Rick Slagle, and his winning DUKW is also our feature model for this issue.

The May meeting will feature another theme contest (see below), so plan to attend. And bring a model.

Next meeting May 17

Cutler Real Estate



April's Feature Model

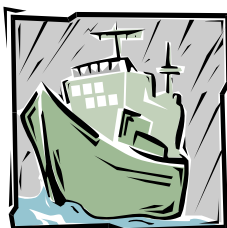
See Page 8

Ferrari 250 GTO Review

See Page 9



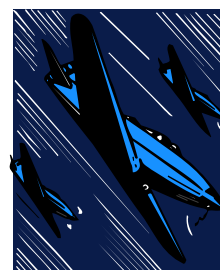
May Contest



World War II in.....

THE PACIFIC

Sponsored by Gary Wolfe



Scale Scribblings

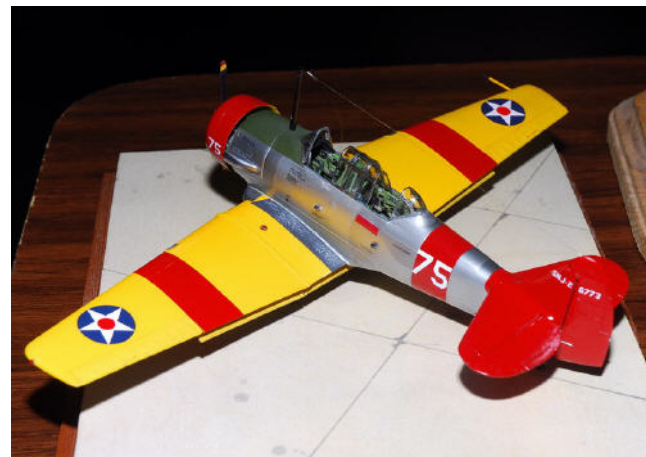
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April Models



Rick Slagle

Trumpeter 1/35 DUKW



Larry Davis

Monogram 1/48 SNJ-3



Steve Dottavio

Hasegawa 1/72 Martin Marlin



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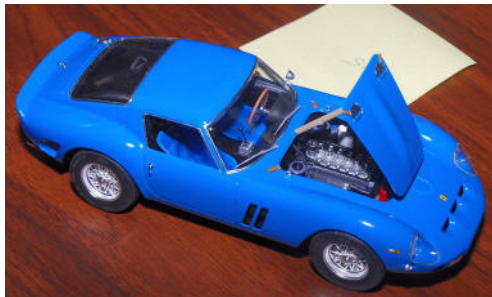


Trumpeter 1/35 PT-76



Rick Slagle

*Trumpeter 1/35 Landing
Craft with Italeri 1/35
M4 Sherman*



Joe Staudt

Fujimi 1/24 Ferrari 250GTO



Mike Meredith

Revell 1/48 ME-410



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Ralph Nollan
Tamiya 1/48 F-4U1



Aoshima 1/72 Hurricane



John Lesnicki
Revell 1/24 1968 Firebird



Mike Meredith
Monogram 1/48 Kingfisher



Larry MacMillan
Entex 1/72 Cessna 172



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Tamiya 1/48 Rufe



Revell 1/24 1937 Ford

Jack Norton



Mark Gamble

Hasegawa 1/48 Bf-109-G-6



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April Contest

FLOAT PLANES

Sponsored by Andy Miday

Theme Awards



FIRST PLACE

Rick Slagle



SECOND PLACE

Rick Slagle



THIRD PLACE

Steve Dottavio

Non Theme Awards



FIRST PLACE

Mike Meredith



SECOND PLACE

Jack Norton



THIRD PLACE

Ralph Nollan

president's

notebook

Hi Guys! Well Spring really is here as it's going to be about 60 today with thunderstorms. Now THAT is real Ohio.

Despite several snickers about the subject matter, Andy Miday's 'Floatplanes and Amphibians' monthly contest went over well. Plenty of entries from all kinds of different areas of the modeling spectrum – planes, ships, tanks, etc. Good job guys. And thanks to Andy for providing an interesting theme. This coming month is 'The Pacific War'. Should have lots of Zeros and P-40s and Hellcats and Shermans for that one.

The 2010 Region 4 Convention. It was held in Madison Heights, MI and hosted by IPMS Warren. I was quite surprised at the lack of participation from our chapter and Ohio overall. The site was in a union hall and was extremely nice for what we do. Very big and well lit, the hall had tables everywhere for the models, and they were raised to a level even with the modelers and judges eyes.

The host chapter did an outstanding job from beginning to end. Registration was smooth as glass, as was model entries. And the class layouts on the tables were nicely spread out and categorized. There were a total of 115 entrants, including 9 Juniors. The total number of models was 568, not counting the individual models in Collections and Dioramas. Of that I counted 158 aircraft models, with the largest category being as usual, 1/48 World War 2 Prop.

The overall quality of the models was outstanding, no matter what category you were looking at. What did upset me was that only Ken Patterson and myself were there to represent IPMS Fame Cities. C'mon guys, there's many of you that normally would attend an event of this size, and have in the past. It can't be the distance since it took me only four hours to get there including stops to eat and pee. Can't have been the competition as many of you are previous Nationals champs so I know you would have been competitive.

But I can't gripe too much because the Cleveland chapters weren't there either, at least not the usual suspects. Which was really a shocker. Ohio had only 18 entrants, of which about 6 were from our area. I found it strange. Anyone have a reason? But we did do good with Ken Patterson taking a 3rd with his 1/48th FW-190, and I took a 3rd with my 1/72 F-86H and a 2nd with my SNJ-2 conversion.

That's all I have for this month. Except to plead for people to write something up for Bob to use in the newsletter. Review your favorite kit, or a new one you just got. Ed Kinney will be doing a review of the new 1/32 Czech Model T-33A soon. Right Ed?

Later

Larry Davis

FEATURE MODEL OF THE MONTH

Rick Slagle's 1/35 DUKW

**MODEL** General Motors DUKW Amphibious Truck**KIT USED** Italeri 1/35 DUKW

ADDITIONS AND CORRECTIONS

Added Hudson & Allen chains; cargo was built up using the spare parts box; Verlinden, AFV Club. Tamiya, anything available. Cargo is removable.

PAINTS

Painted with Model Master enamels. Dark MIG wash, then lightly dusted with MMP powders.

COMMENTS

Built pretty much out of the box. A nice, easy and relaxing build.



Editor's Note: Rick is recovering from a serious medical situation, and we all wish him continued good health. Great to have you back, Rick.

Kit Review Fujimi 1/24 scale

Ferrari 250 GTO


In 1962 and 1963, Ferrari produced a small number of cars that were essentially racing cars for the street. FIA rules at the time required that at least 100 examples of a car had to be built in order for it to qualify for racing in the GT class, but with a little sleight-of-hand and a few other tricks, Ferrari managed to get by with building only 39 vehicles in a couple of variations. These cars have gone on to become legendary and highly desirable, to the point where collectors today will pay several million dollars to get their hands on one. Over the years, several kits of this vehicle have been produced. I still have a 1/24 scale slot car that I can remember my dad

purchasing and building in the mid-1960's, and I also have a kit (still unbuilt) that I purchased over 20 years ago. Fujimi has recently brought out an all-new tooling of this car in 1/24 scale; let's take a look at it.

Let me start by saying this is not a kit for a beginning modeler. It has 188 parts molded in black, blue, and clear, along with a relatively small tree of chromed parts, soft vinyl (rubber?) tires, and 4 pre-painted plastic wire wheels. Many of the parts are tiny, and while almost everything fits together well, a great deal of patience and experience are required to pull this thing off well. There is also a decal sheet with many tiny (and several huge) decals that require some experience and the right tools to get them to go on properly.

All the parts trees come in their own plastic bags. Being a new tool, flash is non-existent, and the quality of the engraving is high. The wire wheels, while plastic, are incredibly well detailed and look nearly as good as photo-etched. On the body, the panel lines are narrow but deep, and hold up well to multiple coats of paint. My example had no sink marks, and only a couple of light seams on the body that were in easy-to-reach locations. Seams elsewhere are generally light and not too visible. Most parts are attached to the trees in inconspicuous locations; even when they aren't, the attachment points are generally small and hard to find afterwards.



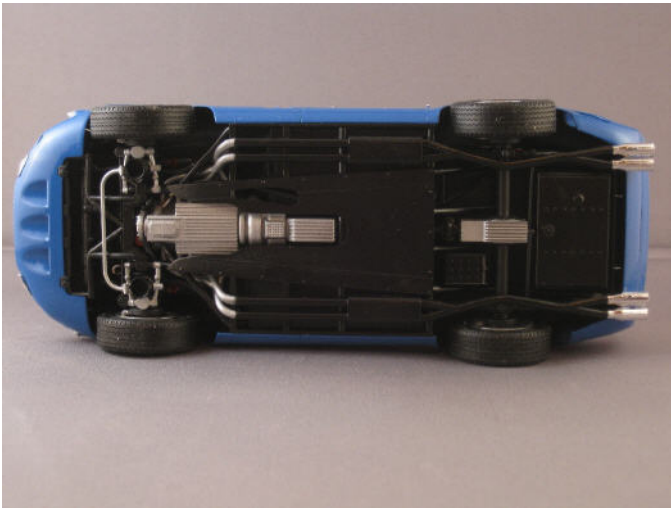
The instructions are your standard line drawings. All parts are numbered clearly, and the drawings do a good job of illustrating how they fit together. This is good, because except for the general instructions on the first page, all of the text is in Japanese. Painting instructions are mostly accurate as far as they go, but the references to the manufacturer's paint numbers are almost useless because the names of the

manufacturers are in Japanese. Still, most of the colors are pretty basic and any modeler with enough experience to tackle a kit like this will be able to figure something out. As always, find some reference photos and use your best judgment.



The tubular chassis is molded almost entirely as a single piece, which means there is no problem with getting it square. A large, two-piece gas tank and a few other tubes and boxes finish off the basic chassis. A nice added touch is the separate pieces for the front and rear tow hooks, which attach securely and squarely to the frame despite their tiny size. The detailed front and rear suspension assemblies attach to the frame in a nearly foolproof manner, and getting all four wheels to touch the ground is a no-brainer. The wheel assemblies are quite complex, with brake disks that get wedged between two-piece calipers before being mounted on the spindles. The front wheels are poseable, of course.

The engine is a 28-piece assembly that goes together beautifully. Because of the way the parts are arranged, there is no seam line on the bottom of the oil pan or anywhere else that can be seen. The only problem I had was that part number E28 refused to go in quite the way it should, and ended up sticking way out to the side. It wasn't until the engine was installed in the chassis and the inner fenders were attached that I was able to force it into the correct position. It attaches to a hose that mounts to both firewalls, and with some improvised braces I was able to get it to stay in place long enough for the super glue to take hold.



The interior builds up on a platform. There are decals for all the dashboard gauges and the steering wheel hub. The dash assembly alone is five pieces, plus the steering wheel and column, plus an additional part of the steering column that runs behind the dashboard to the firewall, where it will never be seen. A roll cage, a fire extinguisher, and the fuel filler tube, along with the usual seats, gearshift lever, and parking brake, round out the interior. The separate door panels lack the depth of the real ones, but once the kit is assembled they are hard to see, so it doesn't matter much.

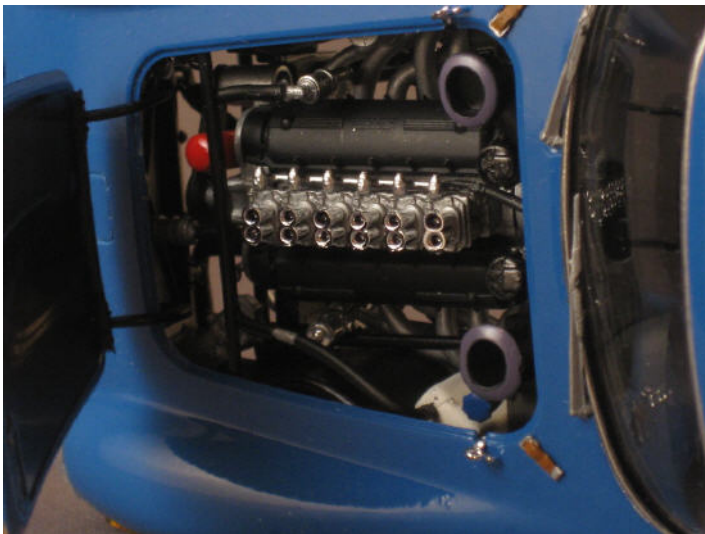
cap, and windshield wipers. The grille is a two-piece affair, with a chrome surround and black mesh. Clear scoops cover grilles near the back of the hood to provide cockpit ventilation. There are also hood straps and pins, plus two microscopic chrome pieces that must be the lights for the rear license plate. There may have been a right and wrong way to put these into their slots, but I couldn't see them well enough to tell. They look fine anyway.

Clear plastic taillights and side marker lights are molded with their trim rings; these require careful detailing to pick out the trim. Headlight lenses and covers, as well as fog light lenses are also provided. The headlight lens covers should have chrome surrounds, but these are not provided; I put chrome silver paint into the beveled edge running around the back edge of the covers to represent the missing trim. The windshield and side windows are molded as a single piece, with a separate rear window. All the "glass" fits well, and distortion is minimal.



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In addition to the interior decals, there are numerous Ferrari scripts and emblems that can be used to replicate various specific vehicles. Oddly enough, the Italian flag emblems shown on the box art are not provided. Also included is a set of yellow stripes to replicate the paint scheme shown on the box (more on those later). In general, the decals went down nicely, covered well, and responded well to light applications of setting solution.

For my build, I decided to replicate the paint scheme shown on the box, using the supplied decals for the stripes. I found a photograph online of a car wearing that same paint scheme, and found that Testors Bright Blue seemed to be a good match for the car in the photo. (The box art shows a much darker blue

car, and plastic the body is molded in is much lighter.) This also served as the color for the seats. All went well with the body until I started applying the decals. I found the yellow stripe decals to be rather difficult to work with because of their size, and the thinner areas around the grill and fog light openings tended to tear as I removed them from the decal sheet. I had a great deal of trouble getting them to lie flat, and some wrinkles from the solvent would not go away. Worst of all, the stripes were not totally opaque, so the blue paint underneath gave them a slightly greenish tint. Still, I kept at it until I destroyed the rear stripe that goes from the bottom of the rear window, over the spoiler, and down the back of the car. There were just too many kinks and bends to get the decal into, and it ended up sticking to my fingers and disintegrating. I had to remove the paint and start from scratch. If I had it to do over again, I would use the decals to make masks and then paint the yellow stripes.

Another disappointment with the decals came in the form of the chrome horse emblem for the grill. This is provided as decal rather than a chrome piece, but there is no flat surface for the decal to attach to. I used a small amount of solvent to get the decal to stick, but it ended up melting into the holes in the grille. Perhaps the horse could be cut out and glued to the grille with its paper backing still applied, and then colored in with a black magic marker to hide the blue paper.

The engine posed no great difficulties beyond the one piece I mentioned earlier. Some of the pieces that were called out as silver in the instructions appeared to be polished steel in my reference photos, so I used Krylon chrome paint on those instead. I also used this on the driver's outside mirror, and should have used it on the windshield wipers as well. I also opted for aluminum in place of silver. Reference photos also showed a red oil filter and a blue top on one of the reservoirs attached to the firewall. All of this added more interest in the engine bay.



Except for the wood steering wheel rim, blue seats and red fire extinguisher, the instructions called for everything else in the interior to be either gloss or flat black. Reference photos showed that some vehicles were indeed almost entirely black inside, while others retained what appears to be bare aluminum on some surfaces. In the end, I opted for aluminum door panels and black elsewhere, with brown on the leather straps in the rear. Here again, the few touches of color liven up the otherwise dark space. Assembly was a breeze, except for that totally hidden portion of the steering column and an equally invisible piece of roll cage in the passenger side foot well.

The instructions called for almost the entire chassis to be painted black, and lacking any reliable photos to tell me otherwise, I followed their recommendations. The few aluminum items in the suspension and drive train add some interest here, as do the red shock absorbers (what little you can see of them). In one of my few departures from the instructions' assembly sequence, I left the chrome exhaust tips off until after the body and chassis had been assembled.

Thankfully, this kit is very well engineered. Despite the myriads of tiny pieces, everything fits together well. Pins fit into holes, pieces fit into locating slots, and everything goes in where it should. Getting the engine into the chassis is a bit tricky due to the tight fit of the exhaust headers through the frame, but once in, it snuggles down well. Locating pins provide solid anchor points for the interior platform. Even the body has definite attachment points on the chassis – a rarity in this hobby. The trickiest part for me was getting the body onto the chassis. It was a very tight fit, but by putting the front end in first and wedging the body into the locating slots on the chassis, the rear of the body can be stretched just far enough to fit over the locating pins on the back of the chassis.



Overall, this kit builds up pretty well. Fujimi has captured the shape of the car quite well, and everything fits together nicely. The stance of the finished model looks right, although I think the tires are a little far forward in the wheel wells. Altogether, it's a very nice kit, and will provide a pleasant challenge for most modelers. I thank Fujimi and the IPMS for the opportunity to build it.



Joe Staudt