

President
 John Shimek (jjshimek@yahoo.com)
Vice President
 Steve Dottavio (cdottt2000@sssnet.com)
Secretary
 Chuck Burkett (chuckburkett@ohio.net)
Treasurer
 Larry MacMillen
Newsletter Editor
 Bob Ulrich (daxspapa@gmail.com)
Webmaster
 John Shimek
Chapter Contact
 Ken Patterson (pattken@zoominternet.net)

www.famecities.com

Next meeting
 November 17, 2014
 Cutler Real Estate

November Theme Contest

ANYTHING NAMED

What's that you say? Everything has a name so what's the theme?

Simply, anything that has a name on it. Named nose art on an airplane, a name painted on a tank barrel (ala Fury), a personal name on car. Not sure what Steve Dottavio can do unless the Predator paints his name on his face shield, but you get the picture.

October News

The October meeting of Fame Cities IPMS was held Monday October 20. A short business meeting was chaired by Vice-President Steve Dottavio while President John Shimek was unavoidably delayed, but John did arrive in time to conclude the business portion.

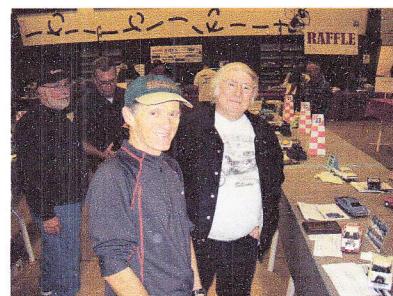
A new attendee, Lee Eckelberger of Austintown, was recognized. While little new business was on the docket, the usual discussion of industry news was extensive. Upcoming contests, both club contests and others, were discussed.

The tables were well filled with models for both Rick Slagle's Israeli theme contest and non theme subjects. Following the presentation of contest awards three special awards were presented.

Rick Slagle was presented a plaque in honor of his long service as the club's Recording Secretary. Rick is a charter member of Fame Cities and has been our Secretary without interruption since the beginning. Rick was recently obliged to relinquish his position but remains a valued member of our chapter. Thank you, Rick, for your contributions and service.

Joe Staudt has been Fame Cities' Treasurer almost as long as Rick held office, and has served admirably in that role. Joe also recently found it necessary to give up his post. He was presented with a plaque in recognition.

Finally, our most recent Modeler of the Year, Larry Davis, received a plaque in honor of his achievement. Photos of all three special presentations can be found on page 5.



Fame Cities at the Cleveland Model Show

Models on the Tables - October



Monogram F-105F Thud
1/48 Scale
Larry Davis



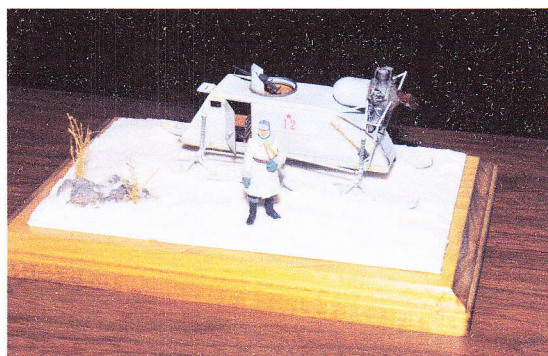
Accurate Miniatures A-36 Apache
1/48 Scale
Dave Ball



ESCI Magach 6A (Israeli M60)
1/35 Scale
Chuck Burkett



Revell 1978 Corvette Indy Pace Car
1/24 Scale
Joe Staudt



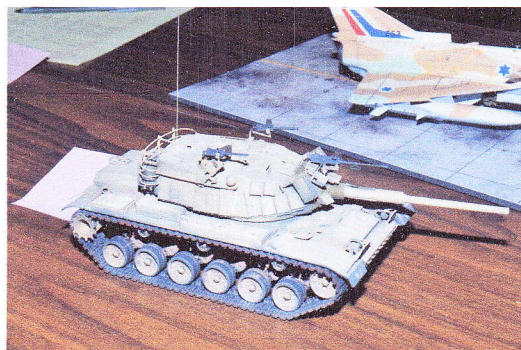
Trumpeter NKL-26
1/35 Scale
Dave Blankenship



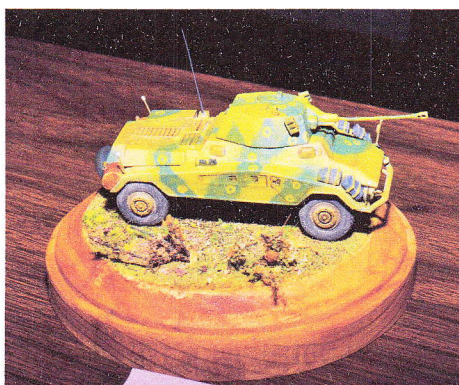
Magach 7A (Converted Ace M60)
1/72 Scale
John Shimek



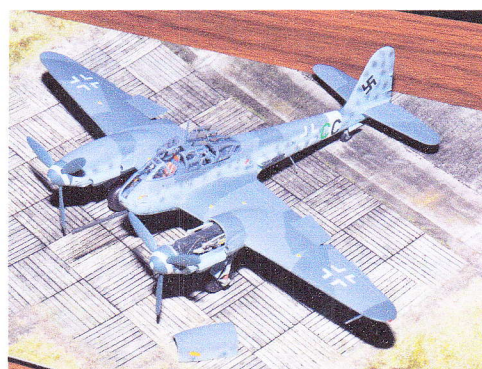
Hasegawa A-7E Corsair II
1/48 Scale
Mark Gamble



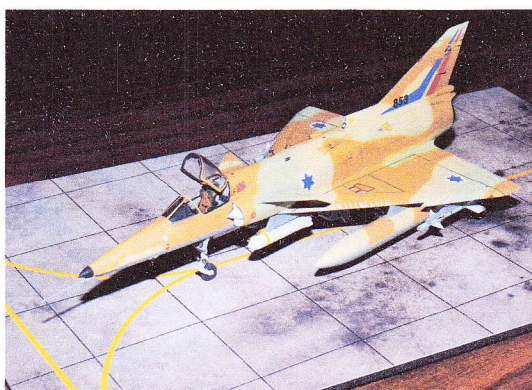
Academy M60A1 IDF
1/35 Scale
Jim Reisch



Bussing Nag 5CM
1/72 Scale
John Shimek



Finemold ME 410B-1 U/4
1/72 Scale
Al Hubert



AMK Kfir C2
1/48 Scale
Bob Ulrich

A great selection of models - thanks to all who brought one. Let's see even more in November.

SCALE SCRIBBLINGS

IPMS Fame Cities/Ed Kinney

October, 2014

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October Contest Winners "Anything Israeli"

First Place

Bob Ulrich
Kfir C2
1/48 Scale



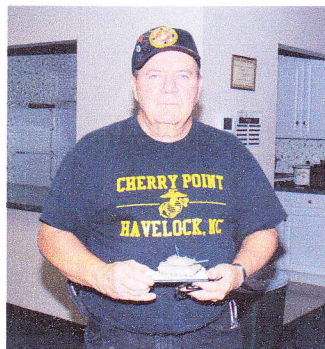
Second Place

Chuck Burkett
Magach 6A
1/35 Scale



Third Place

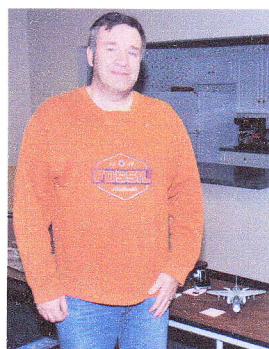
John Shimek
Magach 7A
1/72 Scale



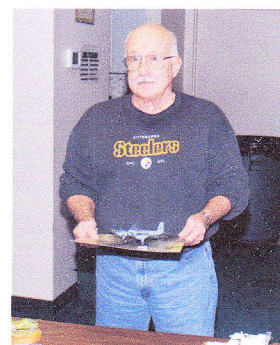
Non Theme Contest Winners

First Place - Tie

Mark Gamble
A-7E Corsair II
1/48 Scale

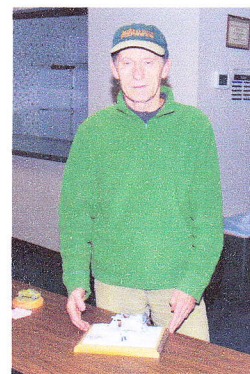


Al Hubert
ME 410 B-1 U/4
1/72 Scale



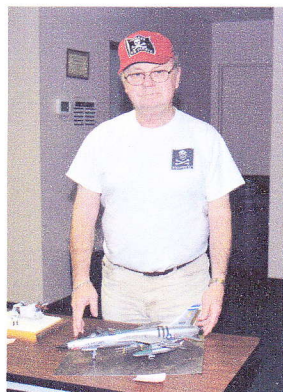
Second Place

Dave Blankenship
NKL-26
1/35 Scale



Third Place

Larry Davis
F-105F Thud
1/48 Scale



Special Recognition Awards

Three long time Fame Cities members were recognized with special awards at the October meeting.

Rick Slagle, a charter member, and the only Recording Secretary Fame Cities has had until his recent retirement from that position, was presented a plaque by President John Shimek for his many years of service. Thanks to Rick for his unmatched record of service to our club.

Joe Staudt has served as our Treasurer for almost as long as Rick Slagle was Secretary. A recent change in personal circumstances has obliged Joe to relinquish his office. John Shimek presented Joe with a plaque recognizing his long service. Thanks Joe.

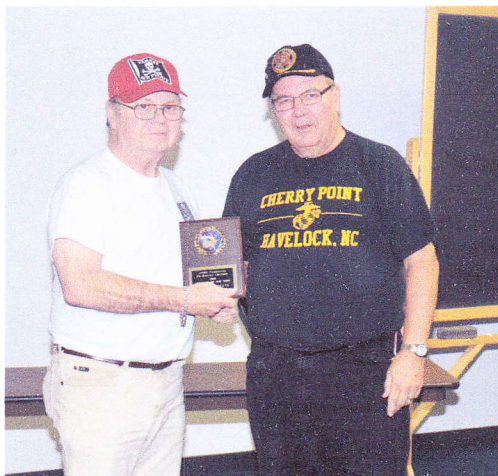
Larry Davis was last year's recipient of the Modeler of the Year award, as reported in last month's Scale Scribblings. John Shimek presented Larry with plaque to honor his achievement. Congratulations Larry.



Rick Slagle and John Shimek



Joe Staudt and John Shimek



Larry Davis and John Shimek

Trumpeter F-106A 1/48 Scale

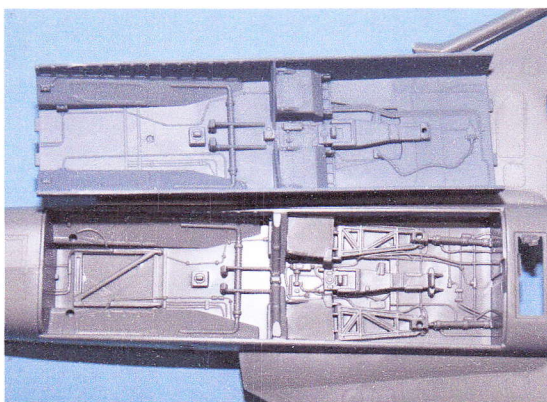
In Box Review
by Bob Ulrich



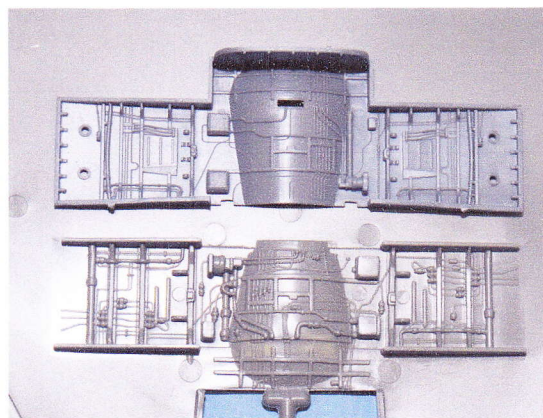
The Convair F-106 was the primary interceptor deployed by Air Defense Command from the early 1960's until it's retirement in the mid 1980's. The Delta Dart was one of the few pure delta wing aircraft ever to reach operational status with the US military, and although it only wore an overall ADC Gray paint job, that gray provided a canvas for some very colorful unit markings. It also was a far more nimble and elusive air to air machine than you might have expected, as some surprised F-15 pilots could testify.

In kit form we had the Hasegawa 1/72 version, a typical 1970's Hasegawa product that had nice overall shapes, no cockpit to speak of and a need for copious amounts of filler and sand paper. In the 80's Monogram released a 1/48 scale F-106 as part of it's Century Series line. Accurate and reasonably well detailed, this kit suffered from Monogram's sadly typical gonzo engineering and soft molding, resulting in a kit almost as much of a pain to build as the Hasegawa kit. Add in rescribing the Monogram raised panel lines and the pain just escalates. Trust me, I've built both.

Trumpeter has joined the F-106 club with an entirely new quarter scale kit. The sizeable box (the Dart is a big airplane) contains 171 parts in gray plastic, 10 clear parts and a small PE fret for seat belts and canopy mirrors. Compared to the Monogram kit and Detail and Scale drawings, Trumpeter's model appears pretty good for overall size. In fact it almost perfectly matches the Monogram kit except for being slightly longer overall (less than 1/8"). F-106 experts who know more than I do have noted some shape errors, particularly around the intakes. This may or may not bother you depending on how finicky you are. Surface detail is very nicely done with fine recessed panel lines and plentiful but not oversized rivets. I found a few panel line discrepancies on the rear fuselage but otherwise things look good. The flaperons on the wing trailing edge usually drooped on a parked plane; Monogram molded these integrally to the wing, but drooped, while Trump provides them as separate parts. Keep in mind that the flaperons should droop in unison. Importantly, Trumpeter has engineered this kit more sensibly than Monogram, and combined with superior modern molding technology the result is a kit that in dry fitting looks to be much easier to build. One important point I discovered in dry fitting is that the weapons bay must be installed even if you do not intend to display it open because the bay spreads the fuselage enough to close up the wing root gaps.



Weapons bays - Monogram(lower) and Trumpeter (upper). Note that much detail molded into the Monogram bay is represented with separate parts by Trumpeter.



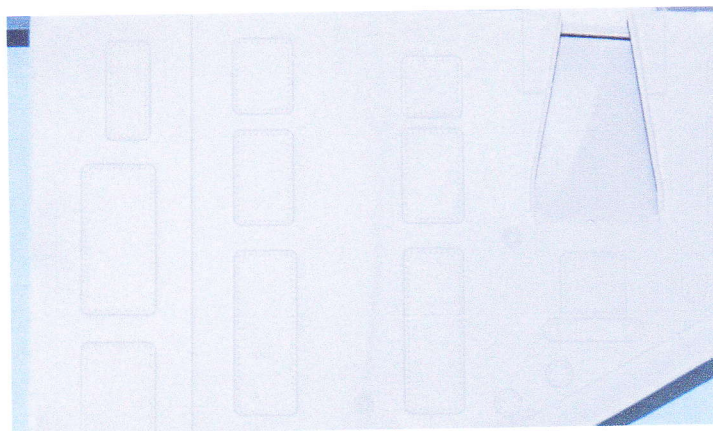
Main landing gear bays - Monogram (lower) and Trumpeter (upper).

The cockpit.... ah, there is a cockpit. That's the good news. The bad news is it isn't very accurate. The raised console detail is well molded but incomplete and inaccurate, and the sidewall details are pretty bogus. The seat is kind of clunky and the PE belts won't help much. The instrument panel isn't too bad, except that the tactical situation display (a kind of moving map display common in early jets) has engraved lines on what should be a flat screen. The turn and bank indicator bulges out of it's bezel like a balloon. The F-106 had two types of instrument panel during it's life. Early aircraft used a conventional panel with round dial faces, which was replaced later with tape type instruments. Only the later style panel is provided. Early aircraft also had an optical sight for aiming the Genie missile attached to the vision splitter that bisects the windscreen. The Genie carried a nuclear warhead so precise aim was not a necessity. A rather feeble attempt at this sight is provided, but fortunately you can cut it off for most of the birds this kit represents. The Dart also had two different canopy styles; the first had a solid bar across the top from front to back, while the later dispensed with the bar and had a slightly blown shape. Only the latter is provided. Altogether this limits the modeler to a post 1970 bird. The canopy is on a separate sprue from the rest of the clear parts so Trump will probably release the kit with the older canopy style, the better to sell you two kits instead of one.

On a better note, the landing gear and wells are pretty well done and compare favorably with Monogram's kit. The sour note here is that the nose gear strut must be assembled prior to fuselage assembly, a practice I would like to see prohibited by law. Like Monogram, Trump provides a full internal weapons bay complete with the Dart's standard complement of Falcon and Genie missiles. At first glance the Trump bay looks less detailed than Monogram, but Monogram molded all the detail, including the missile trapeze arms and hydraulic actuators, integral while Trump provides these as separate parts. If you wish to build your Dart with the missiles extended the Trump assembly will be a lot more convincing.

Decal markings are provided for two Air National Guard interceptor outfits, one from Florida and one from New Jersey. Markings are supplied for the Falcon and Genie missiles, but the maintenance stenciling looks a little sparse to me. There are a multitude of very attractive markings for the F-106, even given the time period this kit limits you to, but many of the decal sheets for the Dart were published some time ago and may be hard to find. Whether this kit will prompt some new sheets is anybody's guess, but it would seem to fall into Caracal's strike zone. You should bear in mind that the 106 served stateside and (thankfully) never saw combat in it's intended role. These birds were impeccably maintained. Use a light touch in weathering.

So, Monogram or Trumpeter? It's a close call. I'll fall into the Trumpeter camp based on likely ease of construction. Just not having to rescribe is a compelling difference, but having built the Monogram kit and fought it's fit issues to at best a draw, an easy F-106 build that produces a reasonably good likeness will work for me. It may also be possible to cross kit parts with the Monogram kit to improve some areas but I offer no guarantees of that.



Close up of the surface detail on the wing underside. This is representative of the kit as a whole. Should look just fine under paint.