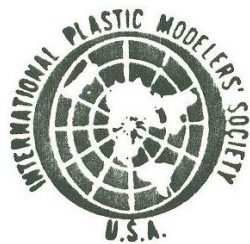
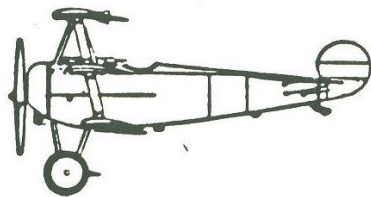


SAN JOSE SCALE MODELERS



San Jose
Chapter IPMS

JULY 1986

Next Meeting: July 18, Friday
Time: 7:30 - Juniors Workshop
: 8:00 - Ye Ole Business

Location: Mercury Savings
19376 Stevens Creek Blvd.
Cupertino

June Meeting Review -

Well, was the June meeting ever a turnabout from the May meeting. Things sped right along, smoothly and calmly with members very cautious about commenting.

Rod asked for Judges for the evenings quarterly contest and got six volunteers. Rod also reaffirmed details and procedures for the Nationals at Sacto. Norm Engle's cancellation of his sale was noted. It is likely to go on shortly after the July meeting. The next days Sale & Auction were discussed.

Next came voting on several issues. Dues were discussed, a vote was taken on raising (adult

only) dues to \$10.00 per year - accepted 34 to 1. This is effective immediately. As for our Regional contest in Feb. 1987, the trophy package described in the last newsletter was approved by 32 to 2, with one abstention. The Milpitas Community Center was approved as the prime site choice by 32 to 0.

Next was a nice long break for the judges to earn their titles and for the entire audience to view and vote on the models in the contest. Just over half those attending turned in a vote with the overwhelming results for 3 models. 1st went to Matt Matsushita for his Avenger (altered since our Feb. 86 contest), second to Ron Van der Grift's vacu-formed Savage, and third to Andy Garcia's Voodoo.

The audience requested that both Matt and Ron describe their models and their construction, which they did with the full attention of all present. I apologize to the winners of Best Finish, Detail and Operating Features as I did not get their names down.

We had two new members, Pat Levy-Galleguillos, who has already won some of our contests with his highly modified battleships, and Larry Gross from Morgan Hill, interested in everything, but primarily A/C & cars.

Do not forget the Nationals at the end of this month. Same weekend is the IMSA Camel GT at Sears Point Raceway in Sonoma, where I will be busy pit-crewing.

IPMS/Fremont is hosting the Region 9 IPMS Model Contest & Expo on Sunday, Sept. 21, 1986 from 10 AM to 4 PM at the Newark Hilton. For information, call 415/651-4066 or 651-4383.

At this meeting, John Sciacero will be selling LOTS of literature & some models. Prices of Lit. should be very reasonable as he asked me to use the word "Dumping".

Rodney & Brian finish the issue while I relax.

FROM THE DESK OF YOUR V.P. -

I want to thank all of you for accepting the committee's recommendations for our Regional Contest. I have notified over 15 clubs to date and will do my best to plan & organize an excellent show.

For those of you who stayed for my presentation on by F2G-1D, I hope I was able to give you several building tips. It has been a real experience for me. Remember, this is my first time with "super glue's", scratch building, conversion & vacuforming. The moral of the story is; "If I can do it the first time around, SO CAN YOU".

Carl Smoot, Brian Geyer & I attended the 4th of July event at the Milpitas Park, which was part of the deal for the cheap rent of the Milpitas Community Center. We found several young adults interested in our club & also the Fremont Club. We had two planes damaged, one by wind, one by a little boy.

I will be the official still-photography & video cameraman at the National Convention. So wish me luck on my stills, as they will be used in the IPMS Update.

Convention Notes: Registration on 7-31-86, 4 PM until ?; 7-1-86, all day; 8-2-86 up to 10 AM. Exhibit Hall will close at 11 AM & will not be opened until awards are ALL given out: guesstimate - 12 midnite or later. So if you want to see the models, your best time is Friday afternoon and evening, or early Saturday. All models must be removed by Sunday August 3, 1986 by "High Noon".

Rodney

KIT REVIEW by BRIAN GEYER
GRUMMAN F6F-3/5 HELLCAT Mfr. by Hasegawa
Scale: 1/32

The kit consists of some good news and some bad news.

First, the good news. This is the 1st available plastic Hellcat in any scale larger than 1/48th. So much for the good news, now for the bad news.

This is the ONLY available plastic Hellcat in any scale larger than 1/48th. Never mind accurate - which it is not (other than basic outline) or complete, which it is not either.

It seems that reference data is hard to come by which compounds the problem of the kit's shortcomings, details of which follow. Fortunately, Hill Country Museum in Morgan Hill sort of rescued this project with a decent example of a late F6F-5, in 1/1 scale.

OK, here we go.

Upon perusing boxes at hobby shops, it will be noted that there are TWO versions of the kit. The earlier version in a smaller box, with a painting on the cover, ranging in price of \$12.00 to \$16.00. The later version, in a bigger box, has photographs of an example built straight out of the box. It generally goes around \$10.00 to \$12.00. The photos, incidentally, are remarkable. Most of the kit flaws are apparent, especially the horrible fit of the canopy windscreen.

Upon opening both boxes, it will be obvious that there are a couple of other differences. One is, of course, different decals. Another is, surprisingly, instructions that have most color scheme & decal placement data deleted. And last, but not least, the earlier kit had rubber tires with realistic tread, etc. These have been deleted in current Hellcat kits.

Whip out them plastic pieces and what niftie

will appear? Aha, what is this? A humongous one-piece lower wing? Wait a minute! I paid 14 smackaroos for this turkey and the wings do not fold!? Not even optional pieces so I can have help dummifying it myself? That is right Hellcat fans - fixed wings - no (easy choice). Compare Revell's Wildcat & Corsair for less than 5 bucks (WITH folding wings, surely, you say, surely this expensive kit has many other redeeming features. You know, like accurate, retractable landing gear & moveable control surfaces, accurate wheel wells, and of course, an accurate, complete cockpit, right? Right!?

Let's use the instructions as our guide. Step #1: assemble, paint, etc. cockpit. Well, for starters, the floor is too high, then the seat, the stick, side consoles, rudder pedals (chuckle; "rudder pedals") center console, all wrong, wrong, wrong. Oops, I missed one - the basic instrument panel layout is, well, acceptable.

My own Hellcat was done in a Blue Angel's motif - circa 1946 - and using photos the Hill Country Hellcat and data acquired from Grumman. The entire cockpit was scratchbuilt. Pedals were modified from a Skyhawk, seat was totally scratchbuilt from aluminum beer cans, .015 plastic & .015 solder. Side panels, etc. were made from .010, .015 & .020 plastic card, kit parts went into the hopeless box.

Step #2: Auxiliary fuel tank - it is ok, except struts need to about 1/2 thickness shown.

Step #3: Machine guns & bays - not used - but appear on about a par with industry efforts. Gun barrels should be drilled out of course.

Step #4: Fuselage halves, instrument panel, F6F-3 side windows. This writer did not use side windows. It was discovered that if the cockpit section of the fuselage was lined up then the nose section would not line up. I lined up the cockpit and then added

reinforcement strips inside & filed, etc. To blend the sides some slight filling & filing were done on the belly.

Step #5: Wings, tail, canopy, etc. OK wings, tip lights are barely scribed, top & bottom engraving is noticeably off (like .030 or more), trailing edges approximately 1.5 scale inches thick, gun bay doors - mediocre fit, fit to fuselage - fair, trailing edge of wing assembly was shimmed down with .020 pieces of card at back step, inside flap opening - fair amount of filling at front, clear plexiglass tip lites formed, wing tips notched out & MV Products model RR lenses installed inside wingtips, trailing edges thinned considerably. Holes on tail tips should be filled. Canopy does not even try to fit. I think it got mixed up with this kit by mistake.

Step #6: Landing gear, flaps belly tank & misc. etc. Landing gear doors are much too thick - must be thinned down, wheels - neither rubber-tired nor plastic versions had brakes (hinted at using flat washers as backing plates), Tailwheel - wrong, top surface of flaps - much too convex, rubber tires - although realistic appearing, are about 3 scale inches too big, wheel well - require much plastic card, Plastruct & drilling to appear realistic, especially at trailing edge.

Steps #7, 8 & 9: Engine, exhaust, cowling, prop. Numerous engine details missing - most noticeable is pump housing as part of front gearbox casting. Cylinders, separation ring & exhaust - all very poor fits because of the curves. Drilling out the exhaust can be as tricky as trying to eliminate flash. Also, when assembling cowl, one exhaust pipe bowed out so far that the cowl could not compress it with breaking something. That pipe had to be cut & sectioned. Also, oil cooler, turbo, etc., intakes on firewall - not represented and so were cut and filed, no big deal. Lower cowl flaps were omitted on -5's. Instructions fail to mention this.

Instructions also tell you to cement cowl & prop in place. At that point, all work to super detail the engine would be wasted. However, to do it right, the cowl should be attached the way it is on the real aircraft. The front cowl ring is supported off the front bank of cylinders with little struts & stuff. The rest of the panels "Dzuz" on & off (except for cowl flaps which have little links, struts, levers, etc.) The engine compt. is also missing ducts, etc. which I did not figure out until too late.

Last, but not least, decal, paint, etc. data. Wing walks omitted, antennas, recognition lites, informational stencil decal placement, all left hanging - lotsa luck.

To summarize - this kit is, in my humble opinion, either very good for the kit who wants a big toy to play with, (down on the carpet - now go brmmmm, BRMMmmm!) 'cause it can go together pretty fast --- or it's a super detailing challenge for those among us who love scratchbuilding, research, & insurmountable challenges. I will say that in many respects, if it was done the same way in 1/48, it would be impressive (except for the cockpit & canopy) but for the large scale, the fixed, huge tail surface, etc. & lack of additional features make this kit probably the worst buy on the market. It is certainly far below Hasegawa's usual high standards. On the other hand, if some clever vacuum former came out with a conversion kit with say, folding wing parts, hinged rudder & elevator ---- hmmm. I'll bet a feller could sell millions of them, or at least a couple -making the 6 month's development time well spent.

The reasoning follows that anyone dumb enough to pay \$16 for the kit would probably be dumb enough to spend \$10 more on a conversion kit. And I have some prime swampland in Florida to sell them! Just kidding. This writer takes no responsibility for this review being unbiased. - - Brian Geyer

WANT ADS -

WANTED - Monogram 1/48 Do335 Arrow
Contact Andy Garcia 408/745-7493

Sale & Auction Results -

All went smoothly and was well organized with non-SJ/IPMS vendors paying \$15/table and SJ/IPMS members having a choice of \$15/table or 10% of sales. Over 160 kits were auctioned and the club netted OVER \$500.00. Applause to all involved.

REMEMBER: The date code on your mailing label is the month your dues are last paid for.

Alan Wolcott
10129 S. Blaney Ave.#1
Cupertino, CA 95014



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