

No News?

No, the last Newsletter wasn't lost in the mail. One wasn't written. There is a common term in the computer field, "GIGO", which is an acronym for "Garbage In, Garbage Out". This is an expression of the more general observation that you get out of something (like your local IPMS Chapter) exactly what you put in. Now it doesn't take much input to produce this Newsletter, but if there is absolutely no input . . .

The object of this Newsletter is simple, communication. Chances are very good that you know something that someone else would like to know. Have you heard of any new kits? Have you seen the Monogram F-4? What was it like? Have you had any luck with Liqua-plate? Do you have the old Aurora XFV-1 or any information on the Harrier cockpit? The exchange of information is the whole point of the Society. It doesn't take much; some short paragraphs about the problems of the last kit you built, a list of new decals you heard about, a want-ad or announcement, but it does take something.

We want to thank the contributors to this issue: Norm Filer, Terry Elmore and Jim Pernikoff. How about the rest of you?

Nov. 17 Meeting

Last month's meeting was rather sparsely attended. This was probably due to the lack of the Newsletter and the Can-Am sapping our gregarious urges. The monthly contest was held, but due to an administrative screw-up, not all of the results were recorded. We hope that those who placed will be in attendance this month so this can be straightened out.

Elections are coming up in December, so start thinking about nominations. (We have only one elected office now: president. The secretary/treasurer is an appointment. All other offices have been dispensed due to apathy.) This meeting Jim Pernikoff will show us slides of Abbotsford, and the ill-fated Zipper at Arlington. For those of us interested in training spiders, Bill Osborn will talk about rigging biplanes.

Rumormonger's Corner

MONOGRAM: 1/48 F-100C, Skyraider
1/72 B-36 by Xmas 81 (oh sure!!)
HELLER: 1/48 F-84S, Mirage IV, 1/50 Cessna 150
1/25 Dewoitine D.520, 1/72 Alouette III, Canadair 211
MATCHBOX: 1/72 Fiat G.91, Vickers Wellesley
1/32 Lysander (why??)
CROIX de SUD: 1/72 IAR-80, Fokker G-1, XP-55, Ar-240, Fairy Fulmar
AIRMODEL: 1/72 BV-155, Vickers Varsity, Ju-160
FRANKMODEL: 1/72 Me-328A/B, Hs-130
RAREPLANES: 1/72 U-2, F7U-3
VACU-SPECIAL Yak-36

EA-6B PROWLER

As soon as you open the box, one thing is very apparent, these folks have been improving over the last 12 years or so since they did the Prowler's little (?) brother, the Intruder. If anything from that earlier kit was used it sure didn't survive the rework in a recognizable form.

If you have had the pleasure of building one of the recent Hawsegawa/Minicraft kits you can expect about the same quality here; crisp detail, fine molding and good scale accuracy. The whole thing goes together very well. I only needed putty around the lower wing joint and around the canopy. I found no errors in exterior outline or detail.

It is in the cockpit area that things really come up short. Maybe the Navy was a little hesitant to let those little Japanese fellows look at all the goodies inside or maybe that's where they decided to cut production costs, but the kit interior bears only a superficial resemblance to anything I have seen in a Prowler. (The kit has four seats, I think!) Other than a complete lack of detail, the biggest problem is the seats. They can be reworked into something better, but the location is terrible, especially the back ones. They are all too low and too far forward. The headrests (such as they are) should be stuffed into the upper rear corner of the canopies. The pilot does sit slightly higher and a little farther forward than the guy next to him, but all the seats should be higher and farther back than provided.

pres. Bob LaBouy 232-7784

If you choose to put the canopies down, be prepared for considerable filling and sanding. Part of the appeal of the aircraft is the longer more graceful nose, as compared to the rather short ugly Intruder. The rather poor fit of the canopies ruins this impression. After fooling around with all five parts for some time I just nailed it all in place as best I could and had at it with the file, sandpaper and body putty. The idea was appalling as the clear parts are 1) tinted, 2) thin and 3) suppose to fit. But after I finished it does reflect the smooth contours that it should.

If you consider the kit decals (the sheets in the Hawsegawa and Minicraft issues are different) with the two new sheets from Micro Scale and the new one from ScaleMaster, you can build every Navy Squadron but one, and the only Marine outfit. Not bad for a brand new kit!

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IPMS Pubs

The following survey of active IPMS Chapter publications was provided by Terry Elmore. Most of you should be familiar with the quality of many of these excellent magazines and newsletters as Terry regularly brings them to meetings to share with us. The club currently only subscribes to Pri-Fly and Dirty Plastic. If there is sufficient interest we will be glad to add to this list. However, if any of the following really strike you, we recommend that you deal direct for back issues and subscription.

FLYING TIGER IPMS Robert L. Scott Chapter (Macon GA)
Quarterly. \$5.00/yr. back issues: vol 2 \$5.00
contact: Fred Horky, 117 Colonial Road, Warner Robins, GA 31093
2/1 Military Beech Staggerwings w/ correction for AMT kit
1/72 F-105G Wild Weasel conversion. USAF missiles.
2/2 OV-10 Broncos kit survey and interior details.
F4F-3S floatplane. Airfix Spit IX to Seafire III conv.
2/3 F-5 armament and kit survey. Vietnam aircrew weapons
2/4 T-6 to BT-9 conversion. F-5 details. Communication jeep.
folded Seaking helicopter conversion. Peruvian C-47
3/1 Bicentennial E-2 w/ cutaway interior details. F-4 gunpod
KP L-29 Delfin review and corrections

IPMS WEST MICHIGAN NEWS
Monthly. \$10.00/yr back issues: vol 3/1 and on \$1.00 ea
contact: David A. Clements, 143 Cutler SW, Grand Rapids, MI 49507
Latest issue 7/8 Aug. was 80th consecutive monthly issue.
Very well done, usually 20 to 28 pages per issue. Typical contents are material from oddball magazines, reviews of rare kits and early reviews of new releases.

REPLICA WRAP-UP IPMS Space Park, CA
Bimonthly. \$3.00/yr back issues: 3/1, 3/2, 4/1, 4/2 (xerox) 80¢
all other 3/1 to 7/4 originals 50¢ each
contact: Anthony D. Chong, 2700 Aviation Blvd, Apt. #20,
Redondo Beach, CA 90278
Kit reviews, photos and original articles. Excellent quality comparable to IPMS UPDATE.

LEADING EDGE IPMS Memphis Tennessee (contact below)
Semiannual. \$4.00/yr. back issues: #1 & #2 available
#1 20 pages. Fujimi 1/48 Bf 110 C to G conversion. Color chips for Luftwaffe greys 74, 75, 76. EA-6B color schemes
Waffen SS camouflage colors, 8 variants.
#2 28 pages. TBD markings and details for Monogram kit.
Corrections for Monogram P-47 Bubble. F-105G article same as Flying Tiger 2/1 with additional color schemes

ONE-UP IPMS Memphis Tennessee
Monthly. \$6.00/yr. back issues: ?
contact: IPMS Memphis, PO Box 30335 AMF, Memphis, TN 38130
Latest issue #31 Sept 79. Color chips in about half the issues: Belgian F-16s, Israeli A-4s, Iranian F-14s

NEWS & VIEWS IPMS Des Moines Iowa
Irregular. back issues: #2 through 4 for \$2.00
contact: Curt Young, 2817 East Teffin Ave, Des Moines, IA 50317
High quality illustrations including pen and ink sketches of aces aircraft: #2 Boyington's Corsair, #3 McGuire's Lightning
#4 McCampbell's Hellcat. #5 in preparation.

NORDEL MODELER IPMS North Delaware
Irregular. \$3.00/4 issues, back issues: 13 to 25 50¢ ea, #26 75¢,
#27 80¢
contact: Marc Raiff, 2207-C Prior Rd, Wilmington, DE 19809
They're still grinding them out. Haan't changed much since the club subscribed years ago. Latest issue #28

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sec. Greg Reynolds 632-6929