

# THE LONG ISLAND SCALE MODEL SOCIETY



# NEWSLETTER

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VOLUME 14 NUMBER 4

April 2007

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The **Newsletter** is published monthly by the LISMS.  
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The Long Island Scale Model Society is an IPMS chartered organization.  
LISMS Web site: [HTTP://longislandscalemodel.tripod.com](http://longislandscalemodel.tripod.com)

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## The Prez Sez - Howie Belkin

Thanks last month, to me for talking up How Judges Are Supposed to Judge, and **Bernie** for an impromptu talk, hinting about what it was really like in the U.S. Army during WWII in Europe – and to all of you who participated in the club contest. We'll have to reschedule **Nick's** talk about how he creates his awesome models. Bernie forgot to mention what it was like to be a Jewish G.I. when you ran a chance of being captured by the Germans, and your dogtags would give that information away. Only recently has the History Channel and books brought home the fact that not all American POWs had one big TV sitcom laughfest. Many were shipped to the notorious concentration camps, never to be seen or heard from again. If you were a member when we had Fran Gabreski speak at our meeting, you'll remember that he was in one of those Stalags that the Germans force marched in the dead of winter, away from the liberating Armies. But that's another story for another night.

I'm glad to see we're all expert model builders as nobody tried to win the theme award for "Your Worst Model! (a Beauty into a Beast)." Elsewhere there's a listing of our contest winners. Thank you **Steve**, and to those who did enter some pretty nice models! We have a couple of new, and new old members that joined or rejoined the club. Welcome to **Duane Yorke** and **Bob DeMaio**, and **Steve Gruter**. One rule of the club that you should be aware of, is to keep your conversation with your neighbor real quiet when someone else has the floor, or step into the hall if you're not interested in what's going on. If you've got a great joke, shout it out so we all can share it! Remember, no coffee or food in the meeting room. Makes us sound real friendly, huh?

Dues are due – please see **Bernie** and he will collect your \$25. Buy a raffle ticket, please check our master mailing list and correct any errors, and make sure your email and phone are listed. Otherwise we'll print up the newest version with errors in it.

This month's meeting, April 24<sup>th</sup> features the usual Show and Tell and **John Musolino's** slide show with photos from last year's IPMS Nationals I, **Howie** took, Noreastcon photos **Bob DeMaio** took, this year's RepLlcon **John** took – and more, as they say! We have some models left from RepLlcon that will be raffled off at the meeting. If you contributed to the success of the show you're entitled to free ticket(s) so make sure you get yours!

Our May 22 meeting tentatively has **Tom Gwynne** from the Cradle of Aviation Museum scheduled to talk about L.I.'s Aviation History. If you've got some "LI" models, this will be a good night to bring them in.

Our June 26, 2007 meeting will try to reschedule **Nick Buro's** seminar on some aspect(s) of how he builds awesome models! It's also a club contest night where you can enter any model that hasn't won here before, plus there's an extra theme award for "your most unusual model." You'd think Ray has a leg up on all of us but you never know. We've got some unusual members...

Congrats to all of you who won some awards at our RepLlcon, Mosquitocon that followed a week later, and last weekend's AMPS National and BBQ - and will win at next weekend's IPMS Region I Noreastcon!!

Thanks to all of you who helped make this year's RepLlcon one of the best yet! Our highly successful 'Make and Take' session was supported by IPMS-USA, FUJIMI, HOBBYLINK JAPAN, and REVELL-MONOGRAM. FYI kids from 6 to 16 participated, most with a parent, and half the kids were girls (you guessed it – the other half were boys)! XURON tools already promised us some sprue cutting tools for next year! All the previously mentioned sponsors contributed to what had to be our biggest raffle, the most vendor tables sold, the best ever - as well as the contributions from ACCURATE MINIATURES, GENE BAGNOLI, THE MARX-MAN, BASELINE HOBBIES, PAUL'S TOY BOX, WARSTORE COLLECTIBLES, RARE-PLANE DETECTIVE, MEGAHOBBIES, ROLL MODELS, ENKAY PRODUCTS, GET IT ON PAPER, SOLDIERART.COM, QUADRON COLLECTIBLES, SPRUE BROTHERS, KALMBACH PUBLISHING CO., NORTHERN SPUR TRAINS, TRAINVILLE HOBBY DEPOT, JRT, SLOT CAR RACERS, GOLD COAST HOBBY, WILLIS HOBBY, MEN-AT-ARMS, BAY SHORE HOBBIES, GEORGE PUGLIESE, ANDREW YANCHUS, PETER FLANAGAN, RICH AIELLO, LOU CORONA, JOE SARANO, LOU CINA, BOB CUCE, TOM GWYNNE, FREDERICK J SEITZ III, HOWIE BELKIN, MATT STAHL, HENNING & VAL SEIDEL, BERNIE VOGELMAN, BOB DeMAIO, JOHN MUSOLINO, TIM KELLY, NICK BURO, LOU CORRERI, ALAN DeGAUDIO & SEAMUS BOUGHE, BROWNIES PRO & SPORT HOBBIES, MOTORSPORTS MINIATURES, PETER LIN, CRADLE OF AVIATION MUSEUM, AMERICAN AIRPOWER MUSEUM, U.S. ARMY NATIONAL GUARD, L.I. MILITARY VEHICLE CLUB, N.Y. MILITARY VEHICLE CLUB, I.P.M.S. STRATFORD CT, I.P.M.S. HUDSON VALLEY HISTORICAL MINIATURES GUILD, I.P.M.S. BAY COLONY MODELERS, L.I. HISTORICAL MINIATURE COLLECTORS SOCIETY, L.I. TROPHIES & AWARDS... and all of you who pitched in prior to and at the show (club members listed above, are just some of those who paid for a trophy package, a vendor table, or worked their butt's off prior to, during and after the show – above and beyond!! My apologies to anyone not given adequate mention).

Last year we netted a little over \$800 profit while on an austerity budget. This year we invested in medals we won't have to buy next year, a banner, some signs (Matt made a lot of the forms but especially created a Certificate given to all Make 'n Take kids and another Certificate for all Junior contest winners) and supplies, lunch for the judges, etc. and we still netted over \$1,100. We have 46 contest categories (compared to Mosquitocon's 34). Last year we had 263 model entries, this year we had 271?! We 'would have had' over 300 models entered as a couple of us entered more than 30 'display only' models, and the attendance from the SSMC and NJ-IPMS was down significantly. But NOW we have a mailing list of many of the attendees so I'm confident we'll do even better next year (March 29<sup>th</sup>, 2008 with theme award for Desert Storm plus Best L.I., and Best Braille Scale Armor).

We gave free admission to military personnel in uniform and their families; we donated a huge carton of models and books to vets in the V.A. hospital in Northport, we had an excellent turnout of real live military vehicles from two military vehicle restoration clubs, an in-service Humvee 'and more' from the Army National Guard, for the first time in years we had guest speakers...

And finally, we have some tweaking to do. If you have some suggestions or criticisms, I and the Board want to hear from you. We can't fix it if we don't know it's broken! Along those lines, Martin Quinn of IPMS-NJ who judged aircraft, asked me at Mosquitocon if we awarded Best A/C to the White Dragon F-15. To cut to the chase, we didn't! Somehow we gave it to somebody else! I made good on it – had a new award made and sent to Masa Narita with our apologies. First mistake I've made since 1980! But the point is, mistakes happen and thankfully, somebody caught it and we made good. Masa's thrilled to get the award, even if it's under these circumstances. It would be easy to keep you thinking I'm perfect – but hey, it's been 26 years, give me a break! And let us know what, if anything else, could use improvement of the show or of the club...

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## Finance

There is no financial report this month. The treasurer is waiting for the bank statement and will be making a full report, including the results of RepLlcon, next month.

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## Contest Results – March

Due to the poor turnout only First Place awards were given out and the Contest Chairman had to be creative.

<u>Class</u>	<u>Winner</u>
Advanced Aircraft 1/72	WW I aircraft by Henning Seidel
Advanced Aircraft 1/48	P-47 by Fred Seitz
Intermediate Aircraft 1/48	Bf 109 by Rich Caserma
Advanced a/c Scratch Built/Resin/Vac	Ki-56 by Ray O'Neil
Adv Armor Large Scale	Panhard RR armored car by Joe Yeager
Intermediate Armor Large Scale	M-60 by Steve Gruter
Intermediate Armor Small Scale	WW I tanks by Henning Seidel
Advanced Figures	Roman Legionaire by Ronnie Lamorte

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## Editors Comment

The March contest turnout really disappointed me. On two levels. One was the actual paucity of entries and the other was on a personal level. I had promised myself to finish my Me 263 for each of the last two contests. I didn't. In a rare period of introspection I realized why. In the first place I seem to be caught up in trying to build an unusual plane and making it a winner. This usually entails resin and/or P.E. parts. And I don't really like resin and P.E. This leads me to face the fact that my manual dexterity and fine motor skills are not what they used to be either. As a result I find I am trying to build difficult subjects out of difficult kits, usually cottage industry stuff, with frustrating results. I get hung up on a part of the build and avoid it for months.

The answer, I think, is to not be as ambitious. Not be a perfectionist. And, when faced with a difficult phase of the build to JUST DO IT! If it comes out less than perfect – so be it.

Now I just have to stick to this philosophy. I am somewhat competitive so this too will be difficult for me.

Steve Muth



**The Long Island Scale Model Society  
C/O Steve Muth  
70 The Promenade  
Glen Head, NY 11545**

**TO:**

**The April meeting will be at 8:00 PM on April 24<sup>th</sup>.  
We will have the usual Show and Tell and a slide  
show by John Musolino.  
There will be the usual coffee and doughnuts.**

# USN WWII Interior colors - Part 2

Continued from March

**F7F Tigercat.** Cockpit: FS 34151 Interior Green, the upper area above the consoles was black. All other internal areas should be FS 33481 Zinc Chromate Yellow including the Rear Cockpit. The Squadron F7F In Action clearly shows the rear cockpit in FS 33481 ZCY with black upper areas. Engine cowls: Interior Green or Zinc Chromate. Wheel bays: Interior Green FS 34151. Landing Gear: Support structure is Interior Green. The landing gear struts and wheels are Glossy Sea Blue ANA 623.

**F8F Bearcat.** Cockpit: FS 34151 Interior Green. The area above the consoles was black. The seat was black. Inside of the engine cowling was Zinc Chromate Yellow, Interior Green or possibly Flat Black. All other visible areas were Glossy Sea Blue similar to the F6F-5.

**F4U-1 Birdcage, Corsair.** Cockpit: Well this is tricky. The best evidence is black. Photos of F4U-1s taken at the time show the cockpits as being a very dark color. The F4U-1 E & M manual calls for Dull Dark Green. Photos and some wrecks show flat black. A photo of 'Pappy' Boyington in Bruce Gamble's book, The Black Sheep, shows him sitting in a Birdcage with a black armor plate and upper seat. This a/c also has no headrest. All other areas of the F4U-1 Birdcage Corsair would normally be 'Salmon'. Salmon is a pale pinkish/brown primer made by mixing Indian Red pigment with Zinc Chromate Yellow. The closest Munsell match is 2.5 YR 6/8 or between FS 32276 and FS 32356. This color was applied to the whole F4U before the final camouflage finish. The landing gear bays were this color. The insides of the main gear doors were Light Gray. Sometimes this was only over spray over the Salmon. Note: there were canvas covers on the inner and outer wheel bays that were either Olive Drab or Light Gray. The closest paint that I have found to the Salmon samples in my possession is PollyScale Railroad, Southern Pacific Daylight range. The E & M manual calls for the wheel bays, engine cowling and accessory cowlings to be painted in Non-Specular Light Gray to match the underside of the aircraft. Recovered wrecks show these areas to be Salmon however. Color photos of early Corsairs show the cowling interior to be Non-Specular Light Gray.

**F4U-2** January 31 2007 at 11:56 AM The -2's were pulled from the -1 Birdcage assembly line so they're the same. They would have had Salmon wheel bays and gear door interiors with Non-specular Light Gray as an alternative. This may have been just overspray. Cowling interior; Ns Light Gray or Salmon. Black cockpit interior. I'd use some RLM 66 with black mixed in to make it a bit different than the instrument panel.

**F4U-1A Corsair.** Cockpit: FS 34151 Interior Green. All other areas of the F4U-1A were Zinc Chromate Yellow, FS 33481. Early F4U-1A's may have been Salmon. Landing gear: Light Gray or Aluminum Lacquer. This was true well into the F4U-4 production. Some a/c may have had Insignia white landing gear after overhaul or repaint.

**F4U-1D Corsair.** Cockpit: FS 34151 Interior Green. The area above the consoles was black. This matches the Navy's directives at the time very well. Inside of the wheel bays and engine cowling were also Interior Green FS 34151. Wheel bays could have been Zinc Chromate Yellow, FS 33481. Landing gear was Light Gull Gray or Aluminum Lacquer. After overhaul aircraft could have had the landing gear, wheel centers and wheel bays painted Glossy Sea Blue.

**F4U-4 Corsair.** Cockpit: FS 34151 Interior Green. The area above the consoles was black. Inside of the engine cowling was Zinc Chromate Yellow, Interior Green or possibly Flat Black with the area ahead of the cylinder seal in Glossy Sea Blue. All other visible areas were Glossy Dark Sea Blue similar to the F6F-5. Landing Gear: Aluminum Lacquer or Light Gray. After overhaul aircraft could have had the landing gear, wheel centers and wheel bays painted Glossy Sea Blue.

**SBD-1 thru -6 Dauntless.** Cockpit: FS 34151 Interior Green. Color photos of the SBD-1 aircraft confirm the interiors were Interior Green. The stainless steel 'Dishpan' firewall was unpainted and often quite bright. Dive Flap interiors were ANA 509, Insignia Red FS 31136. The wing supporting structure and dive brake linkage was the bottom color. Some SBDs had very dark green cockpits that were nearly black due to mixing variations with the different batches of paint.

**SB2C-1, -3, -4 Helldiver.** Cockpit: Curtiss Cockpit Green similar to PollyScale RLM 63 green. This color was distinctly different than other interior green colors because it was browner than other interior greens. Color photos of SB2C-1 a/c show this. There is considerable debate over the exact shade of this color. There was much variation in the different batches of Interior Green and this may have been just one variation. Note the wheel bays and landing gear struts, unlike most other USN a/c of the period were Curtiss Cockpit Green.

This answers most of the common questions. A whole lot of research needs to be done on this area. A lot depends on the production block of the a/c in question. Remember that these a/c could and did undergo maintenance, combat and severe weathering. Remember Tom Cheek and his red Wildcat interior. Colors change and S@#t Happens. The term used then was SNAFU. CHECK PHOTOS OF THE AIRCRAFT YOU INTEND TO MODEL.

References:

- 1.Mr. Larry Webster, Grumman Expert, Wreck Hunter, Aircraft Restorer and all around Great Guy.
- 2.Dana Bell, A fine gentleman and expert.
- 3.John M. Elliot; The Official Monogram US Navy and Marine Corps Aircraft Color Guide, Vol. 2, 1940-1949.
- 4.Doll, Jackson, Riley; Navy Air Colors, Vol. 1, 1919-1945.

Any errors contained in the above are the sole responsibility of the author. Any additional comments or suggestions are welcome.

11/21/02

Regards,  
Freddie

## Old Kit Review: 1/72 Kits to BEWARE of!

Sal Picataggio

Let's take a different tack this month. Usually, I sing the praises of some old kit in this column. This time, I will tell you about some of the older kits to STAY AWAY from. I qualify that by saying that these are kits which have some error(s) which would be too difficult (by my reasoning) to fix. Here goes.

The first kit that comes to mind is the Airfix P-38J. Don't get confused, now. Airfix kitted a P-38F in the mid 1970s, and this is a good one. However, sometime in the 60s, they did a "J" model. It's main problem is (are) the radiator intakes. They are too square in appearance, and it is very noticeable. To get them into the rounded



shape would be a major task, and there are better kits available.

Staying with Airfix, their FIRST Mosquito falls into this category, too. Again, they did a fine Mosquito Mk VI in the 70s, but also had a Mk VI in the 60s. Most of the model is fine, until you get to the nose. It is just not shaped correctly with the cockpit and canopy being too far back. If you have one of these, or come across one, save it for spare parts.

Other Airfix kits to beware of are the FIRST P-51D (again, their first shot at a "D" model Mustang), and the Me-262 (single seater). The Mustang suffers from an inaccurate ventral intake. It is mis-shapen. The Me-262 has a poorly shaped canopy. For these kits, unless you plan to convert the Mustang to a Piper Enforcer (major surgery involving the removal of the intake), or the '262 to a two-seater (thus not using the canopy), steer clear.

Now, I'm not picking on Airfix. Other manufacturers have their share of blame, too. The Frog B-26 Marauder is in there, too. Seeming to be a common problem with B-26 models, the nose glass is too blunt, meaning that the fuselage ahead of the cockpit is too fat. I cannot think of a way to correct this.

We can lump Revell in here, too. Their P-51D and Me-262 (1960s versions) belong here for the same reasons as the Airfix kits. The FW-190 is another member of this club. Shapes seem to be alright, but the nose is a bit out of scale, being too small in diameter. Compare this to any other FW-190 kit.

Lastly, an oldie but goodie (well, actually baddie). This would be the early Hasegawa F-4 Phantom. It does seem that many kit makers went back at some point and re-did some older products. Wise decision. Anyway, this F-4 has mis-shapen intakes. The wings aren't correct, either, the chord of the tips being too short. Again, save the putty and sandpaper for other projects.

There are others out there, so be careful. If you find yourself with one, you have two options, as I see it. The first is to just keep the kit for spare parts- wheels, struts, bombs, whatever. The second is more fun. Think up a way to build the kit requiring a modification that removes the offending parts. As mentioned before, a Piper Enforcer or two-seat Me-262 are solutions. For the Frog B-26, maybe a solid nose with a 75 mm cannon (a la B-25G/H) with LOTS of carving/sanding is the answer. The idea is to get building. Now, hit the workbench!

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## Calendar

**April 24<sup>th</sup> , 2007 LISMS Meeting** 8 PM Levittown Library. Show 'n tell and a Slide show.

**April 27-28, 2007 IPMS Region I, Poughkeepsie NoreastCon,**  
<http://.hvhmq.com/NoreastCon07/index.html>

**May 22<sup>nd</sup> , 2007 LISMS Meeting** 8 PM Levittown Library. Will feature Tom Gwynne of The Cradle of Aviation Museum talking about L.I. Aviation History.

**May 26<sup>th</sup>, 2007 Memorial Day weekend,** American Airpower Museum at Republic Airport . They need volunteers. Air Show includes the Thunderbirds, etc, etc.

**June 26<sup>th</sup>, 2007 LISMS Meeting,** 8 pm Levittown Library. Club contest. Extra theme award for "your most unusual model". Also, a seminar by Nick Buro on some of his modeling techniques.

**July 4<sup>th</sup>, 2007 Jones Beach Air Show**

**July 24<sup>th</sup> , 2007 LISMS Meeting** 8 PM Levittown Library.

**August 22-25<sup>th</sup> , 2007 IPMS Nationals** Anaheim, CA

August 28<sup>th</sup> , 2007 LISMS Meeting 8 PM Levittown Library.

September 25<sup>th</sup>, 2007 LISMS Meeting 8 PM, Levittown Library. Club contest. Extra theme award for your "favorite unfinished model".

October 23<sup>rd</sup>, LISMS Meeting at 8 pm Levittown Library.

November 27<sup>th</sup>, 2007 LISMS Meeting 8 PM Levittown Library. Club contest. Tell us what you want as Extra theme award

March 29, 2008 LISMS Meeting, RepLicon 2008 annual contest. Themes will be Desert Storm, Best Long Island related Model and Best Braille Scale Armor.

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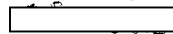
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