

THE LONG ISLAND SCALE MODEL SOCIETY



NEWSLETTER

VOLUME 14 NUMBER 6

June 2007

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The **Newsletter** is published monthly by the LISMS.
Mailing Address is 70 The Promenade, Glen Head, NY 11545
The Long Island Scale Model Society is an IPMS chartered organization.
LISMS Web site: [HTTP://longislandscalemodel.tripod.com](http://longislandscalemodel.tripod.com)

The Prez Sez - Howie Belkin

FYI Tom Dalton's unbuilt model collection is at Baseline, for sale on consignment at heavy discounts. There are a lot of ship models, some armor, aircraft and books. Club member Dave Wolfstein has some of Tom's built models. If you're interested in having any, call Dave or talk to him at the meeting. He'll bring some in to our July meeting.

We have changed our meeting's events and bumped our June club model contest and Nick's clinic to the July 24th meeting. Be careful – it's a 5 Tues month. You've got an extra month to build, including something for the theme award: "Your Most Unusual Model." The contest is now in July, NOT June.

This **June 26** meeting is dedicated to guest speaker Julie Cobb, lead bombardier for the 91st BG, 8th AF in WWII. He spoke at our club meeting and National Convention in 1981. Bob DeMaio worked with him at Fairchild Republic and Julie is quite a character with some interesting stories to tell. Bob has helped him put together a slide show to illustrate his talk, as well as a DETAILS telling Julie's story. If you receive email from the club we will have emailed it to you separate from this newsletter. You may want to print it out and/or bring in any books you have on the 91st BG or 8th AF and have him autograph them. If you don't receive email you can pick up your DETAILS at the meeting. On one of his missions to bomb Cologne, EVERY plane in his GROUP that made it home did so with shrapnel, except his plane. He flew most his missions in 'the General Ike,' a natural metal B-17G. After Julie came home, 'the General Ike' lost a prop that sawed into the fuselage, barely missing crewmembers.

Please bring in any B-17 models as well as allied or German fighter models for display. On the other hand, I'm asking you NOT to bring much in for Show and Tell as we're holding that off until Julie has finished, which may go late. If we don't have time, please bring it back next month. If Julie is done early we'll get to you as soon as we can. We'll have our coffee break but remember, you can only bring water inside our library room. The coffee and donuts stay in the hall. Remember too, our courtesy rule: don't carry on a conversation while our

guest is speaking. If you're not interested, please step out in the hall with whomever else is not interested.

This is your last chance to pay your dues or you'll be dropped from our membership and mailing list. Please take care of that right away. Also, please have a final look at our membership list to see that we have made corrections or if we still need to make corrections. Please do so early or during the break, as we're giving Mr. Cobb the floor for as long as he wants.

George Schuchman, Nick Buro and I met with the powers that be at the Cradle of Aviation Museum and have the green light for a major model display from mid Sept thru Jan as well as ongoing follow up displays. They have already set up a link on their website to ours. This first display will cover approx. a 40' wall, left to right, at about shoulder's height, enclosed in plexi with three, maybe 4 shelves across within it. The theme is broadly, "Plastic Model Airplanes." Please bring in a list of what models you have already made, that you can loan for this display. Every model will be labeled so indicate the name of the a/c (F6F...), scale, kit mfr, your name, member of LISMS, your contest level: JR, Intermediate, Advanced. We can have some display material as well. Please indicate on your list, what you might loan. For example, in defining scale we shall have a model of the same a/c in as many scales as we can cover. We can also show Aurora, Renwall, Revell, etc catalogs or history books, at least one model from box-to parts trees - to built subassemblies- to built unpainted and finally the finished model. I can see a top row for 1/72 models, another for 1/48 and a last for 1/32. We may have subdivisions to illustrate: "What We Mean By Scale" "The History of Plastic Model Airplanes" "The History of LISMS/IPMS" "LI Aircraft" especially Republic/Grumman "Early Aviation" "WWII" "Korea" "Vietnam" "Gulf" "Post War" "Civilian" "Anti-Aircraft Weapons" "Support Vehicles (Ambulances, Fuel Trucks, 2 1/2s, 1 1/4 ton, 3/4 ton, Jeeps ie 'Follow Me'...)" We'll accept cleaned up, off the shelf already built models plus you can agree to build a model in time for set up. In most everything the club does under my reign, I want to promote the club as a whole, not *only* the individual.

Finally, here is your opportunity to display models in the Cradle Museum. If you enthusiastically join together to create a great display we will have quite a future with them. Since Tom Dalton's passing, we've asked what do you do with your models? I can't think of a better honor than having them displayed at a world class museum like this. So jot down a few – or several models you have that you will display with us and turn that list in at the meeting.

Fred Seitz has been working on getting us into the American Air Power Museum in Farmingdale. I volunteered half the day on Saturday during Memorial weekend and counted more than ten of our club members there as volunteers!! For a few hours there were more volunteers than they needed, and for quite a while there wasn't enough fluorescent vests to go around. That was an outstanding turnout of you to come and volunteer to help them out. There were Much greater numbers and percentage of our club members than of any other group that came to help out. Thank you one and all!! While I'm thanking you, I hope Fred can now finesse getting us a glass case, or a shelf or two in one of them, for an ongoing LISMS display there. We're still hoping they'll set up a link to LISMS and nail down an open cockpit event for us. I never would have guessed that the Cradle would come thru for us first, but that very well may be.

Thanks to Tom Gwynne from the Cradle of Aviation Museum for his talk about L.I.'s Aviation History, last month. He did a great job keeping you guys in your seats, interested in all he had to say. We'll have to have him back to talk more about his own experiences, flying over N Vietnam in a Phantom armed with missiles that very likely wouldn't work for you. If Julie Cobb is going to describe flak like you can't imagine, imagine the flak over Hanoi – reputed to be the worst concentration of flak ever.

On August 28th we'll see Matt's new DVD production on our 2007 RepLIcon show, with a sidetrip to Mosquitocon. Bob DeMaio will also have the floor to do a clinic on masking canopies or camo schemes before painting. **Aug 22-26** is the IPMS National Convention in

Anaheim, CA. I'm going, and hope to have photos to share as well. **Sept 25th** is a club contest.

Congrats to Gautam Rao for having his model in the IPMS Journal and thanks to John M. for updating and improving the website on an ongoing basis. Next year's **RepLicon is March 29, 2008** and all current info will be posted on the website. The theme award is DESERT STORM; extra awards include Best L.I., Best Braille Scale (1/72 and smaller armor), Best Triathlon and Best Tail Hook (best Navy or Marine a/c sponsored by Fred Seitz). Plus the usual 40+ categories. If you have suggestions tell the Board. We'll soon set up a "Wants and Disposals" at our website too.

We may need a volunteer to help videotape Mr. Cobb's talk - if you've done it before and want to help please see/call Bob DeMaio 631 981-8201 before the meeting starts. Attached to this mailing is a club questionnaire. Please download it and let us know what, if anything else, could use improvement of the show or of the club... And don't forget to bring in your list of models and display materials you can loan to our Cradle display.

I understand Academy's 1/72 Dragon Wagon has been released, DML's 1/35 UH-1D with crew and photo-etch and 1/72 M4A3E-8 HVSS Sherman 'and more' as they say, and life is good! Last but not least, congratulations to the Andreano's for their new addition, Joseph Steven and we'll learn at the meeting if congrats are also due yet to the Wolfsteins!

Howie Belkin

Finance

Period April 1 to May 31, 2007

Dues	\$725
Raffle	18
Coffee	<u>30</u>
Total Inc.	\$773

Postage	49
Printing	16
Coffee	42
Newsletter	<u>24</u>
Total Exp.	131

Net Inc.	\$642
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Kits Wanted

Wanted by Nick Buro- nickel2@optonline.net

Sci-Fi Kits – Star Trek USS Enterprise NCC 1701 A
Star Wars Slave 1 (AMT)
Spinner Future Police Car

Kit Buildup

1/48 Messerschmitt Me 263A by Czech Model Kit No. 4801

Part 2 by Steve Muth

This is a continuation of the buildup started in Vol.13 no 5 (about a year ago). It is a direct result of my soap boxing about finishing stuff, even if it is not perfect, and trying to get back to enjoying building. So far so good.

Starting where I left off ---- Putting the fuselage top on the bottom was straight forward but substantial putty was needed at the wing fillet – both top and bottom. Also, a lot of filing was required on the horizontal seam, on both the front and rear of the fuselage. At this time I attached the rudder and the rear rocket exhaust part. It too required putty and filing to blend it in. All joints were made with five minute epoxy. A jig was used to be sure the rudder was perpendicular to the wings. No tab and slot here, just a butt joint.

Once all the major parts were assembled the landing gear bay and cockpit must be closed up with foam to keep paint out. Only then can the serious surface prep begin with liberal use of primer and more putty, until all the blemishes are eliminated (as the song goes – accent the positive and eliminate the negative). Areas of particular trouble were the trailing edge and wing roots at the root fillet.

With the surface prep finally done the panel lines were rescribed and it was time to work on the canopy. Vacuum formed canopies can be a pain (for me) but by being careful I was able to trim the beast without destroying it. It was fairly clear but I polished it any way. In the process I discovered two small nibs on the top framing , that I assume are to assist in the vacuum pulling the clear plastic all the way down and sucking the plastic into the mold better. Well. They also result in two small holes when they are sanded down. Aarrgh!! After a week or so of cogitating I decided to close the holes with a dab of white glue just before painting. On fitting the canopy it appears to be too wide. Pinching it in made it look funny so it got glued on as is. It looks right so it must be right. Right? Gluing vacuum formed canopies has always been problematic for me. In this case I used some stuff called “Formula 560 – The worlds Best Canopy Glue” It looks and smells like white glue but has some additional “stuff” in it. Anyway, it worked well. I put a few small beads on the edge to hold it in place (with rubber bands) then when dry more was added on the whole perimeter. Doing it this way allowed me to wipe off excess without worrying about shifting the canopy.

Usually I hand paint the canopy frames but this time I decided to use a mask. Short story – I am not really happy with either technique. Next kit I think I will use decal strips.

Next, the landing gear and doors were completed. The nose strut is crude but useable as it sits high up in the fuselage. The main landing gear struts and doors are terrible. One magazine review recommended using the MLG legs of a 1/72 F/A-18. So, I did. With a little trimming they were made to work and look much better. I used panzer gray for the tires and black chrome trim paint for the rims/hubs. Struts are the ubiquitous RLM 02 with parts picked out with silver. For the main landing gear doors I cut up the F/A-18 doors, since they had about the right curvature and are thinner than the kit doors. A cut up soda straw makes a nice thin replacement for the nose landing gear doors. The curvature is just right. The landing gear parts were set aside for installation after the painting.

I used Model Master enamels for all the painting. The top was painted RLM 81 Braun Violet and RLM 82 Green with the aft fuselage, fin/rudder, and under surfaces RLM 76. A mottle of 81 and 82 was sprayed over the fuselage top and sides and the fin/rudder. A very light overspray of 02 was used on the fin/rudder and fuselage top and sides based on photos in various references.

TO BE CONTINUED NEXT MONTH.

Old Kit Review: Airfix 1/76 Churchill Crocodile

Sal Picataggio



The Churchill tank, a British design which saw a considerable amount of service in WW 2, had a

very long development history. The original design was a WW 1 concept- defeating trenches and obstacles.

Before it went into production, Poland and France had been overrun by blitzkrieg, so the designers went back to the drawing board.

The first production models, while incorporating more modern ideas, were still under gunned and mechanically unreliable. It wasn't until the Mk VII was introduced that the tank (named, of course, after Winston Churchill) was brought up to current (1944) standards. The Mk VII saw service in Europe from D-Day until the end in May, 1945.

The Churchill was used as both a straight tank and in number of modified roles. One version had the main gun exchanged for a mortar to use against fortified defenses. Another version was able to lay a bridge across a ditch or river. The Churchill Crocodile was a flamethrower tank, which towed a fuel-carrying trailer. The flamethrower nozzle took the place of the hull machine gun, and was fed by piping from the trailer. The trailer could be discarded, and the nozzle removed so the tank could be converted to a plain gun tank very easily.

This kit is very much like the Airfix Sherman Crab I reviewed a while back. The base kit is the 40 year old Churchill Mk VII. Not a bad kit, but it could stand a few improvements. For more on this, check out "Lloydian Aspects" on the World Wide Web. This is a rather irreverent site which covers several different topics which are dear to the heart of the site master (Mr. Lloyd). One of these topics is miniature modeling, and one subtopic of this is the Airfix Churchill tank.

Fortunately, the Airfix model is the MK VII version, which was used for the Crocodile conversion. Right off the bat, the model is NOT 1/72 scale, as it says on the box. Airfix chose 1/76 scale for their AFVs, and that is the scale. Upon opening the box, you get two bags- one is the original Churchill kit in green plastic, and the other is for the fuel trailer. These are 24 new parts in light gray plastic. You also get two instruction sheets. The first is to assemble the base tank model. The second shows the assembly of the trailer and how it assembles to the tank.

Finally, the decals are for the 34th Armoured Division, 107th Regiment, at Gold Beach on D-Day. The second instruction sheet illustrates where these go.

As I said before, I applaud Airfix for spending the money to update and revitalize these old kits. This is an inexpensive way to increase the existing range of kits, and can entice modelers back to the Airfix line. I just hope the new owners of Airfix continue on this path.

Kit Review : DML 1/35 UH-1D Vietnam Huey with Crew and Photo-Etch

by Howie Belkin

If you've known me for ten minutes or more, you know I was a door gunner in C Co, 227 AHB, 1st Air Cav 1969 to early 1970, flying on a couple of different helicopters but primarily one named the Nevada Gambler. DML has just released this UH-1D model and though it IS the best UH-1D model available, there's a couple of minor things to be aware of. First, this is the very nice PANDA model which has already been available, but not as DML before. It's a long story but basically PANDA and DML are the same. The crew figures were previously available by PANDA packaged with the helicopter, and just as a figure set by DML. In Vietnam, U.S. UH-1D and H model Hueys look exactly the same except to the most critical eye. They flew as troop carrying 'slicks' and were armed with one M-60 mg on ea side. The M-60 either hung down on a bungee cord on ea side, or was on a M-23 pintle mount with an aviation style M-60 on ea side. It was one way or the other – there were no mix and match combos. The problem is that DML gives you one of each so you have to go buy a separate figure set for the 2nd M-23 M-60 mounting, or buy a set from the Cobra Company. By the way, the pintle mount had 'stops' on it so we wouldn't shoot ourselves down!

BTW the old Revell/Monogram UH-1D is in 1/32 scale and was originally released as a 'slick' but also as a gunship. The only UH-1D that had that gunship arrangement flew with the RAAF. Basically Revell took a gunship arrangement that belonged on the earlier UH-1B or UH-1C models and wrongfully put it on a D model.

I believe that this PANDA/DML Huey started as a copy of the excellent ESCI 1/48 and 1/72 kits, upscaled. I never held them part to part but at a glance it seemed to me that that's what 'PANDA' did. If you build in those scales, ESCI has the best kits.

DML's new 1/35 kit gives you decals for 6 markings but if you want more, check out FIREBALL decals.

We all buy mail order sometimes – we don't want to wait for an accessory or exotic kit only available overseas or direct from the manufacturer like Model Design Construction. BUT, we also like to have a place where we can see the product with our own eyes before laying out the cash. We also like to talk to others, like ourselves, and to knowledgeable shopkeepers.


The following Hobby Shops have supported us and are supporting us by paying for ad space here and on our web. Some have also donated raffle prizes for our meetings and our annual RepLICon. **We owe it to them to patronize their store** even if we could buy the item for a slightly lower price mail order or on the web. And don't forget to mention that you are a member of the LISMS and appreciate his or her support. Everybody likes a thank you.

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Calendar

June 26th, 2007 LISMS Meeting, 8 pm Levittown Library. Speaker will be Julie Cobb, lead bombardier for the 91st BG, 8th AF in WWII

July 24th, 2007 LISMS Meeting, 8 PM Levittown Library. Nick Buro's clinic and the club contest. Extra theme award will be for "your most unusual model".

August 22-25th, 2007 IPMS Nationals Anaheim, CA

August 28th, 2007 LISMS Meeting 8 PM Due to other activities at the Levittown Library the meeting will be at the Cradle of Aviation Museum this month only. There will be a clinic by Bob DeMaio on masking canopies and camouflage and Matt Stahl's DVD presentation of RepLIcon 2007 and other model shows.

September 15th, LISMS display set-up at the Cradle of Aviation Museum.

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

September 29th AMPSEAST Danbury, Ct, One exit from armor museum,
<http://groups.yahoo/group/ampsct>.

October 20th, 2007 HVHMG 07 in Poughkeepsie, NY. Hosted by IPMS/Mid Hudson at the Poughkeepsie Elks Club Hall on Overocker Rd. Contact John Gallagher at (845)462-4740 or E-mail him at ggallagherjoh@optonline.net

October 23rd, LISMS Meeting at 8 pm Levittown Library.

November 10th in Freeport, NY LIARS Model Car Challenge Hosted by the Long Island Auto Replica Society at the Freeport Recreation Center, 130 East Merrick Rd. Contact Rich Argus at (516)579-3379 or e-mail him at r.argus@juno.com

November 27th, 2007 LISMS Meeting 8 PM Levittown Library. Club contest. There will be an Extra theme award for "It's not my kind of model".



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

TO:

The June meeting will be at 8:00 PM on June 26th at the Levittown Library.

The speaker this month will be Julie Cobb who was the lead bombardier of the 91st BG, 8th AF in WWII. He will have a slide presentation to talk about his 30 missions over Germany. Nick's presentation and the contest will be next month.

There will be the usual coffee and doughnuts.