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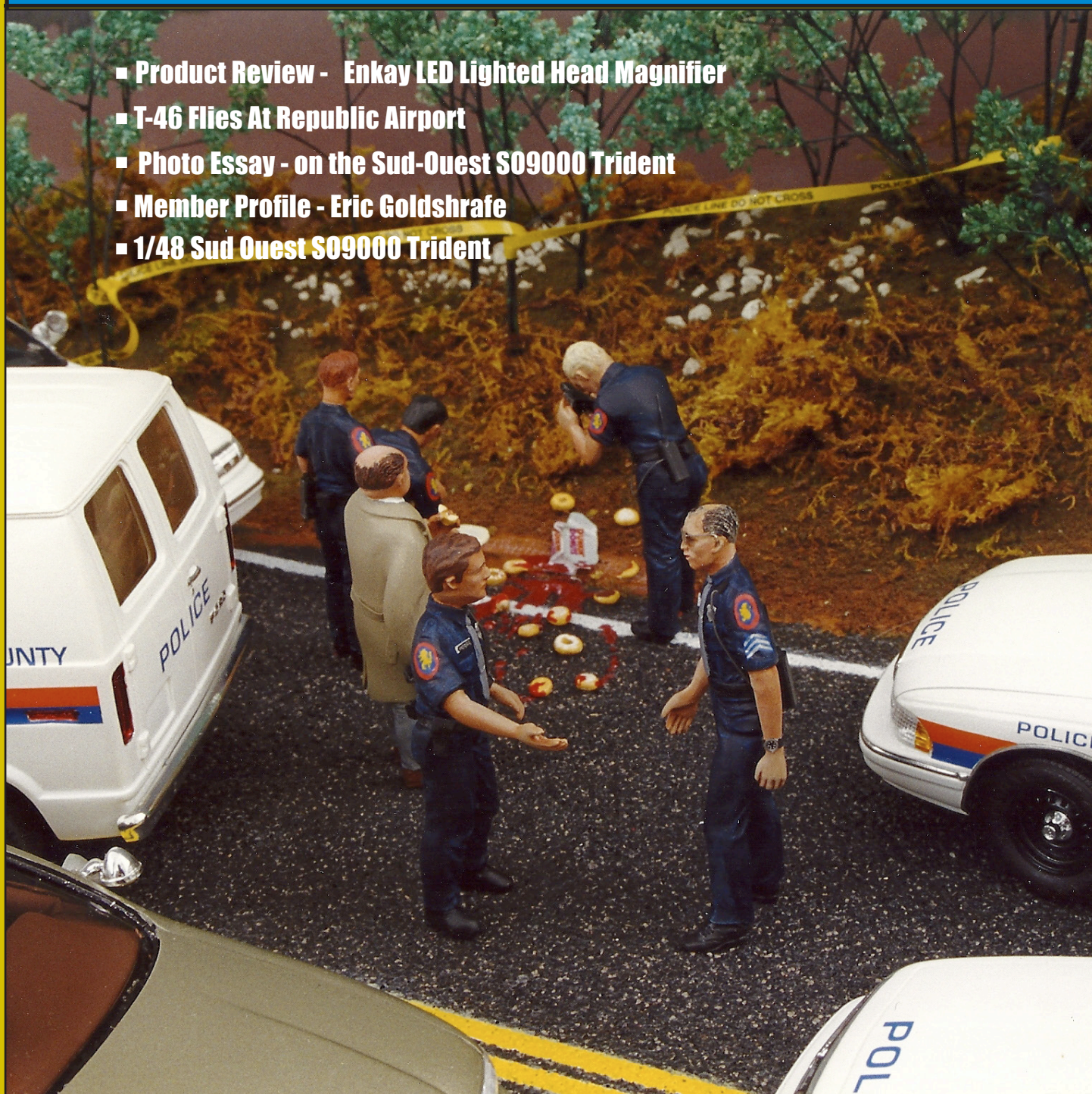
RED, WHITE & SPRUE

Volume 22 Number 8

★ LISMS NEWSLETTER ★

August 2015

- Product Review - Enkay LED Lighted Head Magnifier
- T-46 Flies At Republic Airport
- Photo Essay - on the Sud-Ouest S09000 Trident
- Member Profile - Eric Goldshrafe
- 1/48 Sud Ouest S09000 Trident





Next meeting date:
Monday, August 24th
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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The library is holding a library program for 3 Monday nights and they have the preference over our club meeting nights. They wanted to give us the auditorium again but I asked if they had the following Monday available to give us instead. So our next meeting at the library is on **MONDAY AUGUST 24th**. The hours remain the same and it doesn't change my status that I will still miss the meeting. Would anyone like to do a clinic on something? Contact me and I will send

out a member e-mail to all. Otherwise, the meeting will be open to talk-the-talk with any models you bring down.

Don't forget to please pay your \$15.00 dues this month. Doug informed me that less than half the members paid. He will issue current membership cards to you. It's only costing you \$1.00 a meeting! When you think of what this club offers you in return, it is well worth the buck per meeting. And I don't mean pay with a dead buck you hunted for. If you aren't paid up by this month, you will be removed from the mailing list and will be charged \$5.00 per club visit. The enforcer of this will be Doug or I and the biggest paid member.

A hobby enthusiast, Howard Shepard Paine has passed away. For many decades he tirelessly worked to spread the popularity of the art of miniatures worldwide, died on Saturday, August 1. An extraordinary artist, prolific author, widely respected military historian, and renowned collector of military artifacts, he was 69 years old. Universally known to his many friends simply as "Shep," the artist suffered a stroke at his home on Chicago's Northwest Side on July 27. Though he never regained consciousness, he spent his final days in the company of loved ones—a small group representing the countless others who came to consider him a friend and mentor through his four books for hobbyists, how-to tip sheets, classes and seminars, co-founding of the tri-annual World Model Expo, and championing of the Open System of Judging for his beloved Military Miniature Society of Illinois and other organizations devoted to the art of miniatures around the world.

So far I received a positive feedback about having the Noreastcon 45 at the Armor Museum. I am trying to tie loose ends up, and cost estimates with our Treasurer, Doug. The museum will offer halftack rides for just \$20.00 per person. Wait! The line will start in size order, and that leaves me up front. Ha! No mention of the museum staff taking out any other vehicles. I also questioned the possibility for some shelf space to display some of the club military vehicle and artillery builds. I will e-mail you for some of your worthy work to display if that happens.

Keep our hobby alive and well!

Bob



Model: "Crime Scene" by Eric Goldschrafe
Photo: Eric Goldschrafe

Enkay LED Lighted Head Magnifier

By Steve Muth

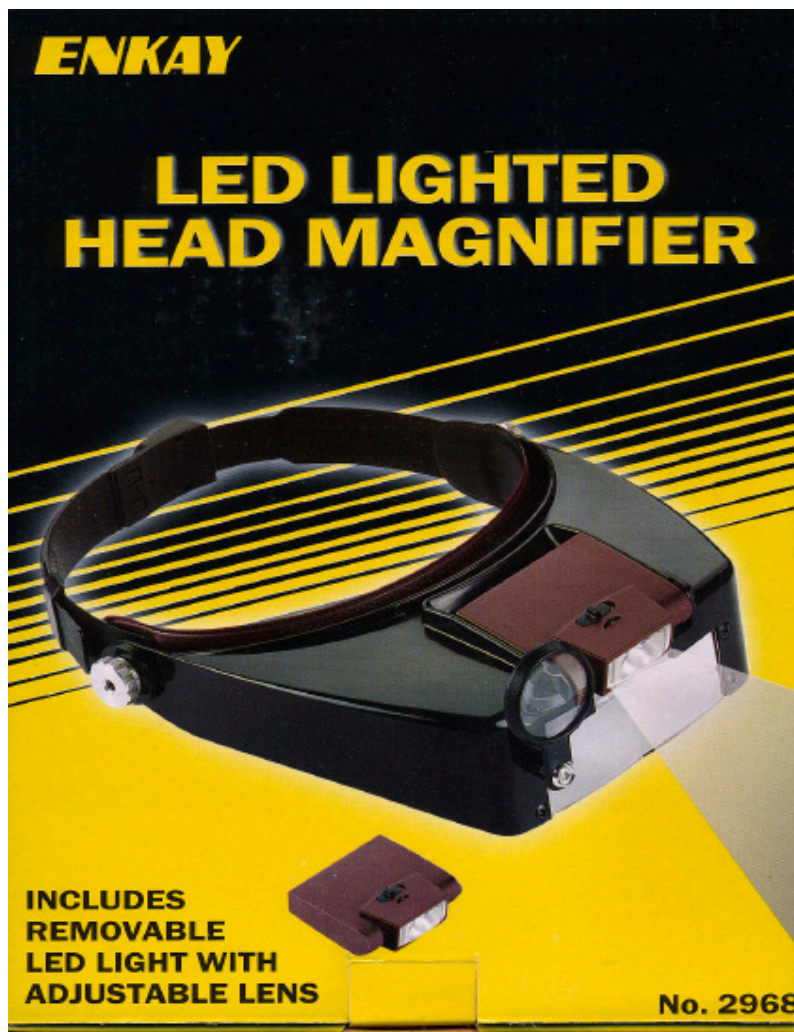
Enkay Products Corp. in Brooklyn manufactures a head mounted magnifier with a swing down supplementary lens to increase the magnification. At the last RepLIcon I bought one because it wasn't expensive and there are aspects of my current lighted magnifier, on an bench mounted articulated arm, that were frustrating me. Part of the problem was that the point of attachment of the light/magnifying lens unit was broken and being held together with various adhesives and tape.

So... to cure these ills I decided to try the Enkay head mounted affair. Well... as with many things it was not all that I expected. It was not at all comfortable and I couldn't manage to keep it on for any length of time. Also, the field of view where it was in focus was rather narrow and the magnification was insufficient without the swing down round lens in the down position. With the swing down round lens in the down position the view was even more restricted and the magnification was too much. In short, I traded one set of frustrations for a different set of frustrations. Oh, for the days of my youth when I could just bring the parts closer to my eyes for small work. My father could not understand how I could do it and warned that I would "ruin" my eyes. Maybe he was right. Now my eyes have trouble focusing at arm's length and I have to wear bifocals (Don't get me going on those).

So for now I will struggle with that articulated arm lighted magnifier and perhaps buy a new one. Or maybe I will opt for a pair of reading glasses with high magnification. I tried that before and the down side of them is that you have to keep taking them off when you want to look at something else. Also things tend to "swim" a

little when you move your head.

For those of you contemplating some sort of magnifier I suggest trying one first somehow. And, by all means make sure whatever you buy has its own light. The light is critical. Also, the larger the lens the better. The three solutions mentioned all work after a fashion and with the current craze of photo etch having one of them is almost a necessity. There are choices though. I'm sure there are those out there that will swear by the head mounted magnifier but I just couldn't tolerate it for very long. I would only recommend it with the caveat – try it first (somehow). 🐢





Wendell Shawler (in flight gear), a civilian Test Pilot for some of the Republic Airport flights.

In the early 1980s, the Air Force was looking for a new jet trainer to replace the aging Cessna T-37. Fairchild/Republic Aviation submitted a proposal for the T-46 trainer; a really nice looking airplane.

In July, 1982, the Air Force issued a contract for 2 prototypes with options on 54 production aircraft. The first flights of AF 84-0492 and AF 84-0493 were in the Fall of 1985 at Edwards Air Force Base, with no apparent shortcomings noted.

Shortly thereafter, aircraft #493 was flown back to Fairchild/Republic in a C-141 for further development. This is where I come into the story.

I was an air traffic controller in the New York area for 25 years, 16 of which were in locations (New York Air Route Traffic Control Center in Ronkonkoma and the New York Terminal Radar Control facility in Westbury) where aircraft were radar controlled. For those 16 years, I saw a lot of airplanes—on radar that is. In April, 1986, I was assigned as the Air Traffic Manager (Chief Controller) at Republic Airport in Farmingdale. For someone with a lifelong interest in aviation, this was the original “dream job.” Not to mention the fact that I met my beautiful wife Cynthia there. Anyway back to the T-46.

Fairchild/ Republic planned a “roll-out” ceremony for aircraft #493 for early summer of 1986—and they were taking no chances. The T-46’s prospects and Fairchild/ Republic’s future hung in the balance. Congress was debating whether to purchase the T-46 whose competition was a re-worked version of the Cessna T-37. I’m sure that the Secretary of the Air Force’s decision, in late 1986 or early 1987, to go with the T-37 an aircraft built in Kansas, home state of the Republican Leader of the U.S. Senate,

had nothing to do with the politics of the time. Well, maybe not 100% sure. But I digress.

In order to insure a smooth roll-out flight along with several additional test and press flights at the airport, Republic asked for the FAA’s assistance which I provided by coordinating routes, altitudes, airspace block allocations and general oversight to make sure that everybody got the word. I enthusiastically wanted this little aircraft to succeed. On the morning of the first flight at Republic, July 29, 1986, everyone was ready. The weather was marginal. Although the weather was good enough for visual flight rules to apply, it wasn’t the best that was hoped for. At any rate, the air-traffic facilities involved were ready and so was I.

Being an amateur photographer for many years, I arrived at work prepared. And then it happened. I got a call from the air-traffic operations branch Chief at the FAA’s Eastern Regional Headquarters at JFK, advising me that as a result of several days of above average arrival and departure delays at the Metro New York airports, all local managers were to be in his office at 1:00 pm that afternoon for a general “head squeezing” after which, as was the custom, we would hold hands and sing Kumbaya. No amount of “I just gotta be at Republic to make sure there would be no screw-ups” worked.

So I missed the take-off of the T-46 that day but I was back by the arrival. I have a lot more photos of this aircraft, so if anyone is building a model of one let me know and I will send them to you. I believe there are one or two kits (mixed media) in 1/72 scale still available. I built the AZ models resin kit a long time ago and it came out fine, except for the drooping white metal landing gear.

According to Wikipedia, the first prototype, 84-092, is restored and on display at the Air Force Flight Test Center, at Edwards AFB in California; the aircraft shown in the photos, 84-093, is under restoration at the National Museum of the United States Air Force, at Wright-Patterson AFB in Dayton, Ohio. Also, before the full size prototypes were built, a 62% Flight Demonstrator was built by Rutan Aviation and is on display at the Cradle of Aviation Museum. 🛩️



T-46,, 84-093, on approach to Runway 14 at Republic after completion of the first Republic Airport flight, July 29, 1986. Notice the extended speed-brakes on the fuselage and engine inlet area.

Just above Runway 14, July 29, 1986.



This is the chase aircraft, T-33 N83TB, landing. This aircraft was hired for the Republic Airport flights.



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Photo taken July 31, 1986, after 84-093 aborted a test flight due to hydraulic problems and returned to Republic Airport. This aircraft was piloted by an Air Force Test Pilot from Edwards AFB.



Side view of 84-093, with slightly better lighting. Just over the nose is my 1980 Volvo GT.



Head-on.



Oblique left side.



*2 Cockpit photos.
Nice and simple with
no confusing "glass
screens" (at least that's
my opinion). Attitude
indicator and VOR/
TACAN/LOC/ADF
equipment located in
the center of the basic
instrument cluster.*



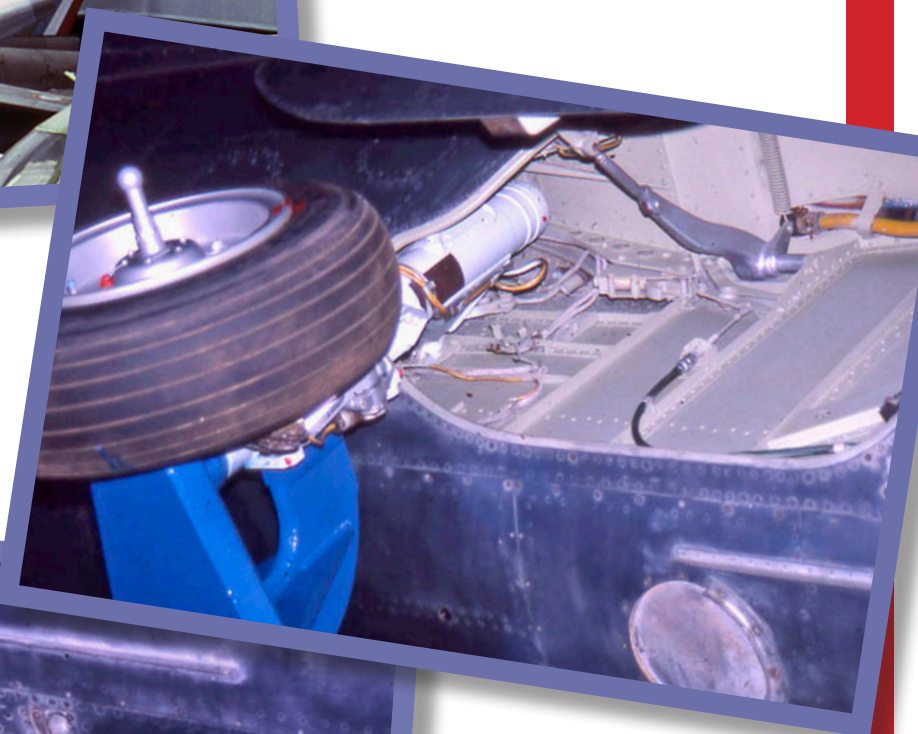


Photo Essay on the Sud-Ouest SO9000 Trident by Steve Muth

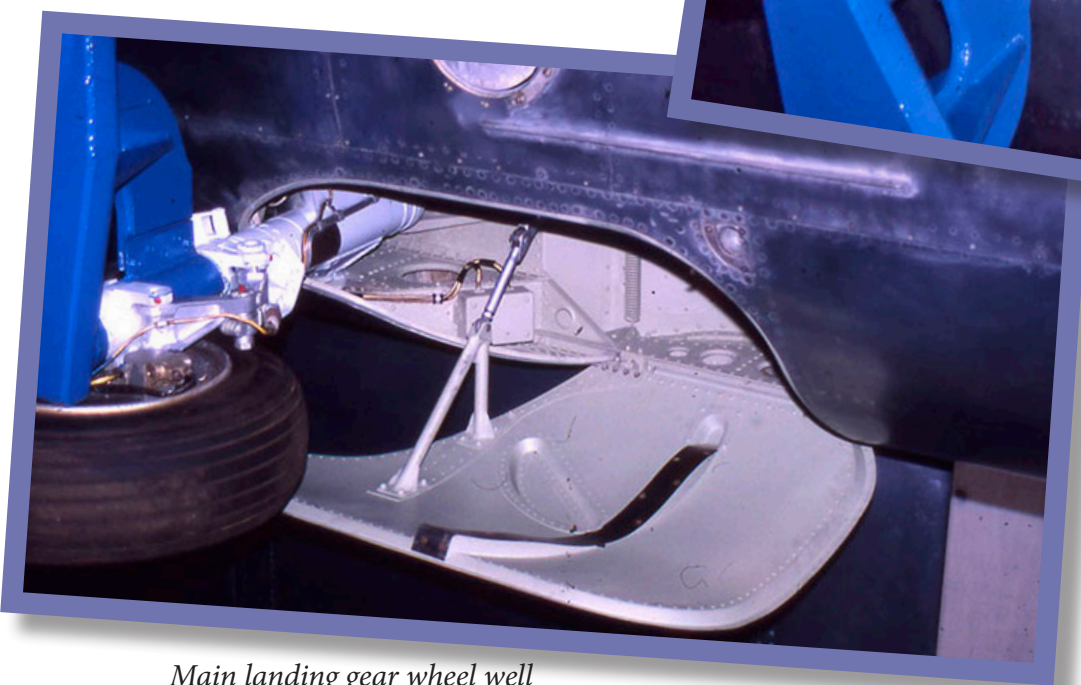
These detail photos were taken at the Musee de L'Air at La Bourget in 1980 and 1987. Many of my photos from this period show color shift to blue (due to their age) in the airframe silver but the colors in the wheel wells are as I remember them. Curiously the silver of the wheels has not shifted. The aircraft was up on supports and so the cockpit was out of reach of my monopole. From examining other French aircraft of the era it is safe to say that the cockpit interior is dull black including the instrument panel, seat, equipment and sheet metal. 🛩️



Top left view from an elevated walk way. It was difficult to get an unobstructed view of the whole aircraft.



Main landing gear wheel well



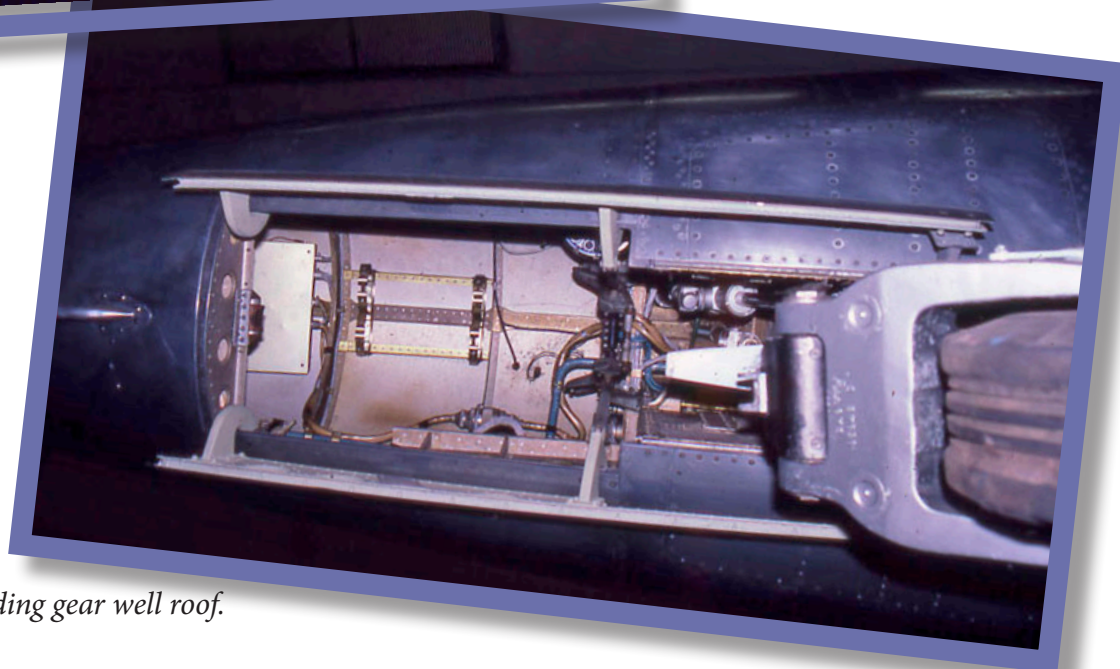
Main landing gear wheel well and door interior.



Another view of the main landing gear wheel and well from below and front.



Nose landing gear well from the lower left rear with the well interior.



Nose landing gear well roof.

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Nose landing gear front with the aft well.

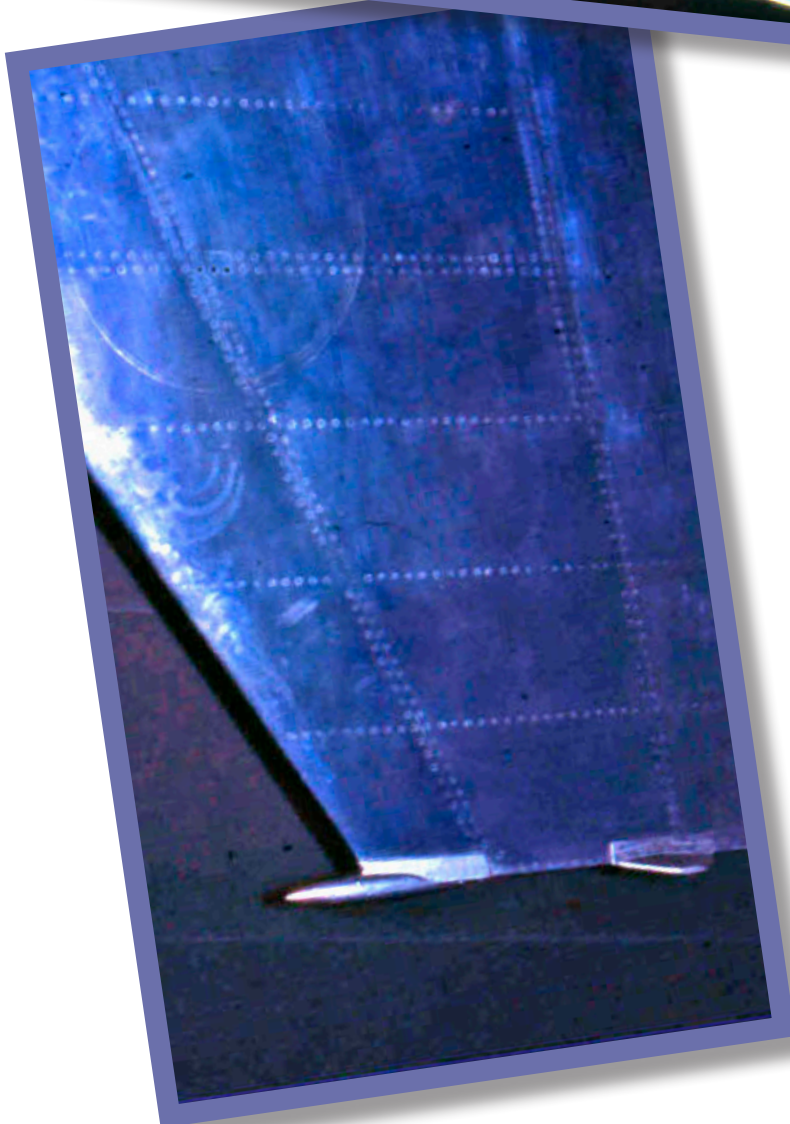


Nose landing gear lower right with door interior.





Right engine mounted at the wing tip. This view is of the lower join to the wing.



Right horizontal stabilizer bottom surface. The tail surfaces were of the all flying type. Ie. the whole surface rotated. there was no separate moveable elevator or rudder.

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OUR MEMBER PROFILE - Bob Suschinsky



Tell us a little about yourself. How and when did you get started building models?

I am a new member. A returnee. I started out building models when I was about 11 or 12 years old with small tank models then cars before moving on to action figures. I then stopped for a long time. Met Tony and Nick recently and they steered me to the LISMS about a month ago.

Favorite Scale?

I don't really have a favorite scale. I tended to build anything in the 15 to 20 inch size range.

Favorite subject to build?

I favor ships and Superman models.

How many models do you build a year?

Nothing yet.

How many models do build a year?

I just started getting back into the hobby.

How big is your unbuilt kit stash and why?

I'm up to about 15 already! I enjoy the research before building.

Why did you get into the hobby? If you are returning to the hobby what brought you back?

I just like to build things and the water (i.e. ships).

What satisfies you about building a model?

To see it to completion. Also, I like the detail and creativity involved.

What most frustrates you when building?

My eyesight. Some of the parts these days are just too small.

What is your dream project to build?

An ocean scene with white caps, etc.

What is the dumbest thing you did to yourself or your model while building a kit?

I had a model almost completed and in gluing on some small parts got glue all over.

How did you hear about The Long Island Scale Model Society and what persuaded you to come to a meeting?

Tony Delorenzo and Nick Buro persuaded me to look into the LISMS and come to a meeting. I came to learn how to build better models and have some fun.

What was your best and worst excuse for coming home with a new kit?

I don't have to have an excuse. I buy a new kit because it is relaxing to build.

What other hobbies/interests do you have?

History and treasure hunting with my metal detector at the beach. 🏖️

1/48 Sud Ouest SO9000 Trident

by Heller Kit # L105 or RL641

Reviewed by Steve Muth

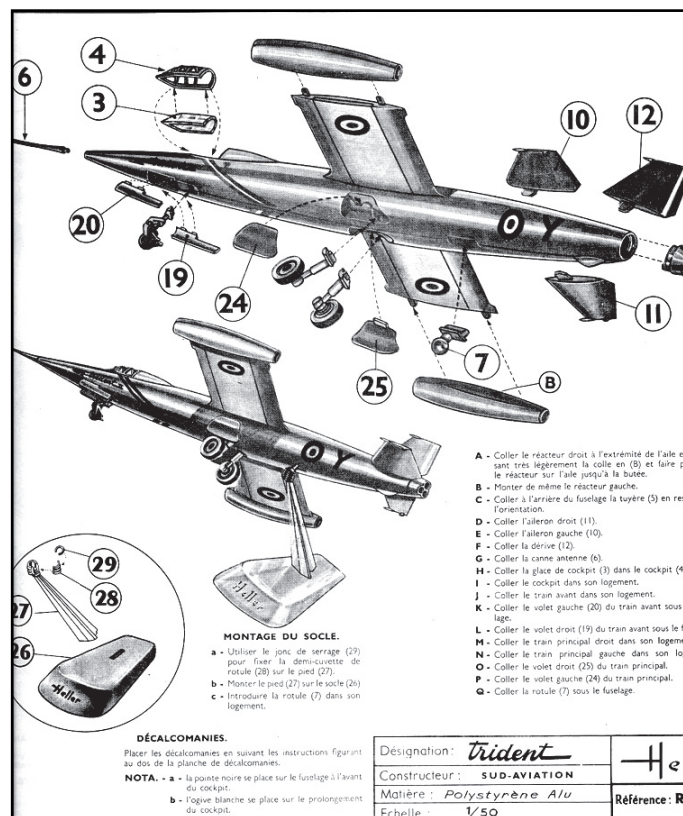


A Little Background

The Sud Ouest SO9000 Trident was a French mixed power interceptor of the 1950s. It had a turbojet at the end of each straight wing and a central rocket motor in the aft fuselage. Several versions were built with at total of 12 of all variants being manufactured. Performance was excellent with the design ultimately reaching a max speed of Mach 1.93 and an altitude of 24,000 meters. Despite this the project was cancelled in July of 1957 in favor of the Mirage III. Presumably the logistics of the rocket fuel and the short endurance of only about 30-40 minutes heavily influenced the selection of the Mirage over the Trident.

The Kit

The Heller kit is the only 1/50th scale model out there. It is now quite old and could be considered a collector item. On my sample the box has the model number L105 while the instruction sheet has the model number RL641. The box is a rather standard top opening card board affair that is reasonably strong. Inside are 35 styrene parts including one clear part for the canopy and 4 black parts for the stand. There is a poor decal sheet without stencils. Registration is poor and in my sample there is significant yellowing of the carrier film. The instruction sheet is 11x17 folded in half with five assembly steps. One side is in French and one side is in English. The molds are typical of the day with raised panel lines and rivets. The rivets are rather petite though. There is some flash but no sink marks that I could discern. The landing gear is on then crude side but useable. The clear canopy is one piece with a separate piece that goes over it for the framing. There is no cockpit detail whatsoever, just an empty hole. There is not even a pilot bust to fill the empty space. There are wheel wells but they are shallow and devoid of detail also. The wheels themselves



are reasonable and the wheel well covers are suitably thin but featureless. One nice detail is the wing. There is one top surface and two lower surfaces. The lower surfaces fit in recesses in the bottom of the top piece thereby allowing nice sharp leading and trailing edges. The tail surfaces are one piece each (3) also yielding nice sharp leading and trailing edges. It would be nice if current manufacturers did the same.

So... what we have is 1970s kit that has good shapes, raised panel lines, rivets and no cockpit or landing gear well detail. Also there are no working features as were common in those days. Controls are not pose able, and... no pilot figure to fill the cockpit opening. I'm certain that with a little judicious sanding and a generic cockpit tub (like the Monogram P-80 tub) you could build a nice model of a unique aircraft. Taking into consideration its vintage I would recommend it to anyone of any skill level. It would make up into a very unique model, if you can find one at a reasonable price buy it! 🛩️

Show Calendar Listing for 2015

See Bob DeMaio for details

Date	Event & Location	Website	Day
Sept. 25-26	Armorcon Crown Plaza Danbury, CT	http://www.militarymodelers.org	Fri-Sat
Oct. 17, 2015	HVHMG 26 Elks Lodge 29 Overocker Road Poughkeepsie, NY	www.hvhmg.com	Sat
Nov 14	LIARS Freeport Recreation Center 130 Merrick Rd Freeport, NY	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov 21	Long Island Figure Show Freeport Recreation Center 130 Merrick Rd Freeport, NY	http://www.longislandmodelsoldiers.com	Sat

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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.

Depending upon the size of your purchase, these shops have agreed to provide a possible 10% or more discount if you have our membership card.

Alsand's Toy Soldiers Plus

www.alsandtoyandsoldier.com

Alan & Sandy, Shop closed. On line orders only at this time.

Baseline Model Inc.

Eric, 250 Little East Neck Rd., West Babylon, NY 11704, (631)376-0060, Military Model Specialist, old and new kits bought and sold. Retail and Mail Orders. Closed Mondays.

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Gary Weickert, 185 Maple St., Islip, NY 11751, (631) 581-3897, open every Saturday noon to 5 PM. - Vintage Toys & Model Kits, Automobilia & auto Literature. Model kits wanted.

Gold Coast Hobby

www.GoldCoastHobby.com

Charles Gonder, 8 railroad Ave, Glen Head, NY 11545, (516)759-9094, Planes, Boats, Cars & Armor. A full line hobby shop dedicated to customer service.

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James Katona, 134 Middle Country Rd. (Rt. 25), Middle Island, NY (631)924-0583- Excellent selection of lead miniatures-Historical and Fantasy. Plastic Models, War games & Modeling supplies. Books and Magazines.

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Trainville Hobby Depot

Weekend shows only: website: www.trainville.com and e-mail: info@trainville.com



Photo: Steve Muth



IPMS /USA MEMBERSHIP FORM

Not an IPMS member? Need to renew your standing? You can clip out and mail in the form, download a fill-in copy from the [LISMS.org](http://www.lisms.org) web site or visit the IPMS store at <http://www.ipmsusa2.org/store> to submit your application on-line.

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