



Proud member of IPMS USA <http://ipmsusa.org>

www.lisms-ipms.org

RED, WHITE & SPRUE

Volume 23 Number 10

★ LISMS NEWSLETTER ★

October 2016

Book Review

Squadrons No. 15 – The Gloster Meteor

In the Box Kit Review

1/25th Viper GTS Coupe

Seen On Table

Photo Essay

Meteor F.III

In the Box Kit Review

1/48 U-2C *La Pogyung!*





Next meeting date:
Monday, October 17th
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

Executive Board

President: Robert DeMaio
631 707-3442
taurleo@optonline.net

Vice President: Roger Carrano
347 531-6719
jeepnot@aol.com

Corresponding Secretary: Fred Seitz
631 581-1990
seitzfjs3@gmail.com

Secretary: Doug Tantillo
516-541-7576
dtantill@optonline.net

Editor: Steve Muth
516 671-9456
sgmuth@optonline.net

Graphic Design: Al Zygier
917-832-7054
azygier@icloud.com

Contest Chairman: Fred Seitz
631 581-1990
seitzfjs3@gmail.com



Model: 1/32 Ilyshin II-2 Stromovik
Photo: Al Zygier



Our meeting is Monday October 17th. If there are any stragglers out there who have not paid dues yet, PLEASE DO! We will have an auction of hobby items from about seven members. Two members asked if they can sell their items prior to the auction. I never stop anyone from that at any meeting. This one is no exception, but we will be starting the auctioning at 8pm sharp. Prepare for next month, a club contest is on schedule.

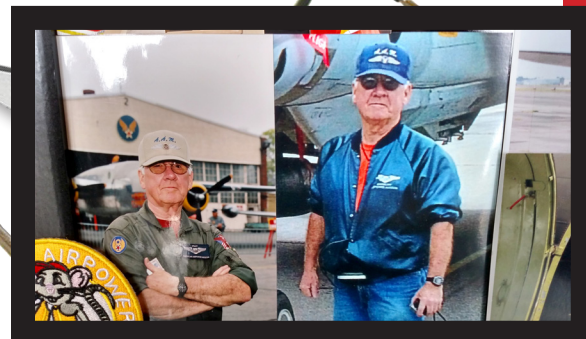
I went to Armorcon with a one model entry. It scored a silver. Interesting how a German 8.8cm gun with carriages on a base with a couple of tools and ammo boxes were judged. One judge said there were seams on the tires, NOT. Two judges said there were seams on the tools, NOT. The other judge said there were seams on the ammo shells in the boxes, I don't think so. The 8.8cm gun and carriages which is the focus of the build wasn't mentioned, good or bad comments. So much for AMPS judging techniques. IPMS judging takes a lot of hits but AMPS judging isn't perfect either. As for the show, many modelers are making comments every year the past four years how disappointing the show has been and this one was no exception. Just seems to be fewer and fewer models on the tables. By about 1:30pm on Saturday an announcement was made for a call for people to vote the Best of Show and that there were only two votes cast in the jar. Comments made by people were that nothing really stood out amongst the lot to cast a vote. Eventually votes were cast.

Before I show anymore pictures at the meetings, I must check out why mine are so dark. Maybe it's the silver screen, but I thought the silver screen was better than the white. I'm not even sure if screens can be bought anymore. I'll check it out.

I would like to say a few words about one of my good friends, Hensley Murray who passed away recently. I met him at LISMS when I joined back in the mid '70's. He was friendly, smiling all the time, and was always there to lend a hand at the meetings. When I started the Suffolk Scale Model Club he was there to join up as well. Always asking, "What can I do? Do you need help?" He got to know my wife and daughters at the holiday parties and shows. Through the years he always greeted them as if they were his own family. I will keep this short. When I was on a long break from building models, my wife suggested we visit The American Airpower Museum on a Labor Day weekend to see a B-29, B-17 and other aircraft. I just paid the admission when I saw Hensley in the gift shop. He was a volunteer at the museum. He greeted Joanne and I like family and encouraged me all day to visit the club. Running into Hensley that day was meant to be, for I did start visiting both chapters. In all the years I have known Hensley, I have never seen a model built by him. But that's okay, for just knowing him was a pleasure and I will miss him.

Keep our hobby alive and well!

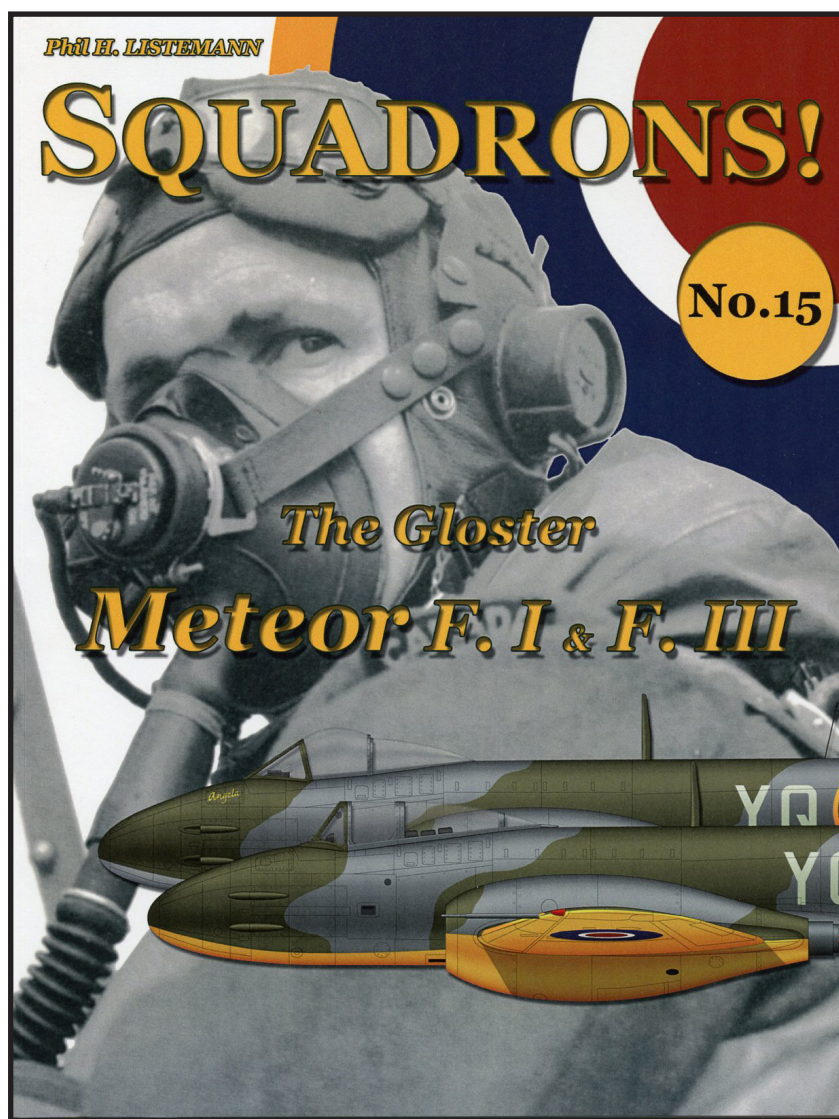
Bob



Squadrons No. 15 – The Gloster F.1 & F.III

by Phil H. Listemann, 2016, 32 pages, SB


By Steve Muth



This is a thin book of 32 pages, apparently self-published (along with several other Squadron books) on the Gloster Meteor F.1 and F.III. It goes into detail regarding the squadrons that used the F.1 and F.III in 1944 and 1945. It consists largely of period, well captioned photos, of which there are 28, 5 in color. Photo quality varies from poor to excellent but this is more than compensated by the subject matter. Some of the more interesting photographs

were of The short lived F.II with underslung engines and an all white F.III. In addition, there are five full page color profiles. Also useful are the three tabulations of victory claims, losses and accidents. The author was not aware that Meteor Is were only used operationally in the UK on anti-diver (V-1) missions and all Meteors sent to the continent for operations were F.IIIIs with 616 Squadron; the first arriving on 4 February 1945. The first few to arrive were painted white to avoid confusion with the Me 262. They

were used primarily in the ground support role as the British were reluctant to have one land in German controlled territory. The only air to air victories were against V-1s; fourteen of which were shot down.

A small but very useful and illuminating book well worth having. Other books in the series are the Spitfire, Thunderbolt, Fortress I, Halifax, Mustang, and Marauder. Recommended if you are interested in early jets. 

1/25th Viper GTS Coupe

by Revell # 85-6359

By Steve Muth



As described in the opening comments of their instruction sheet, "The Dodge Viper is a world renowned sensation. With future production imminent, Chrysler unveiled their prototype to the public in the spring of 1993. The Viper GTS captures all the personality of immortal GT racing Cars of the 1960s such as the Shelby Daytona Coupe or the Corvette Grand Sport. The GTS has a body based more on high speed stability than simply low wind drag. The car is clearly designed to go very fast for long periods of time, at Sebring or Daytona, perhaps. The Viper GTS has an OHV Chrysler V-10 488 cubic inch engine producing in excess of 400 horsepower. In prototype testing, the GTS secured a blistering time of 4.4 seconds in the 0-60 mph run, on the way to a quarter mile time of 12.8 seconds at 109.8 mph, and a top speed

of 180 mph. Further serious accoutrements include a six-speed manual gearbox, a Monza flip-top cast aluminum fuel filler feeding a bladder-type racing fuel cell, five-point driver safety harness, fire suppressant system and more."

On to the kit! Molded in white plastic, the Revell kit looks typical of the mid '90s era (the parts have a 1994 copyright date molded in). They appear to be nicely molded with very little flash and no sink marks that I could see and all the ejection pin marks were in unobtrusive places. The kit is devoid of gimmicks and the doors do not open. This kit is of an early Viper as there are no of clear parts for the side windows. They are not even called out in the instructions. This would be accurate

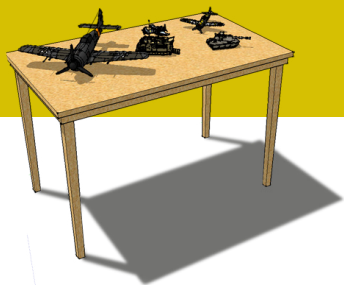
only for the very early Vipers. However, the instruction sheet views for decal placement show a later variant that has side windows, a more conventional side cutout and underbody exhaust system. These are minor but annoying inconsistencies. There are a total of 70 parts – white clear and red plus four directional tires. Unfortunately, there is no sidewall detail. All parts except the tires and decal are bagged with separate bags for the clear parts, chrome parts, and white styrene parts. There is a basic engine, drive train and suspension. The decals for the racing stripes look a little weak and there are no instrument decals. The body is molded in two parts – a front piece with the hood and a rear piece with the trunk and

doors. This is a good thing because painting the front of the doors would be a bear if it were all one piece. There is a 12 page instruction booklet with 15 exploded view assembly steps. There is no parts tree; instead there is a two page table with part names and numbers located on the sprue adjacent to the parts.

This is my kind of kit. All in all, about what you would expect from 23 year old molds. It should make up into a nice looking model. You can get a lot of pleasure for about \$20.00. 🚗



Revel



SEPTEMBER 2016 SEEN ON THE TABLE *by Steve Muth*

In September we had 11 models on the table – three guns, two cars, two tanks, one stick and tissue, a bulldozer, an airplane and one warped railroad track. Quite a variety! Some were works in process and some completed models. Enjoy! 🛡️

1/35 Field gun by Steve Andreano



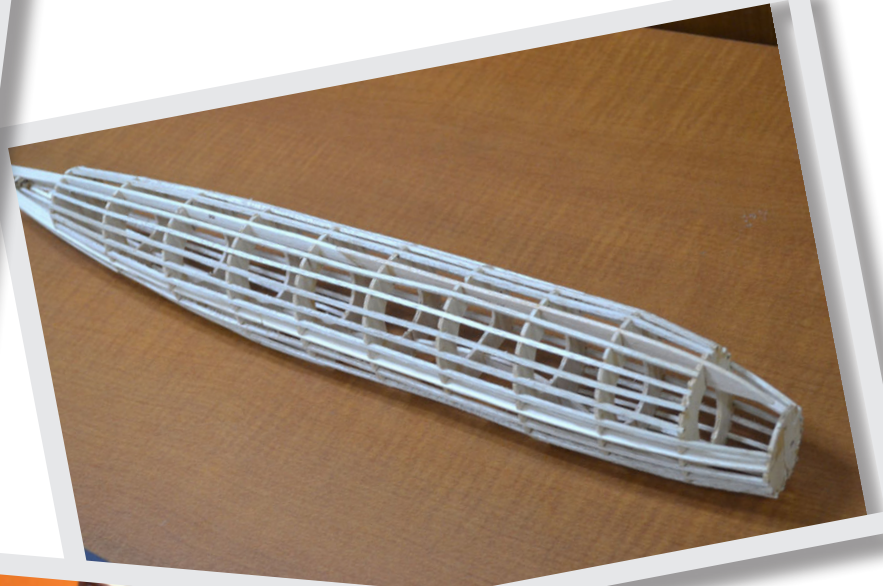
1/35 WWI Howitzer by Steve Andreano.



1/35 Meng D9R armored Bulldozer in work by John Lam.



*Track for Bob's Railroad Gun.
The back shelf in a car under
the rear window doesn't like
plastic.*

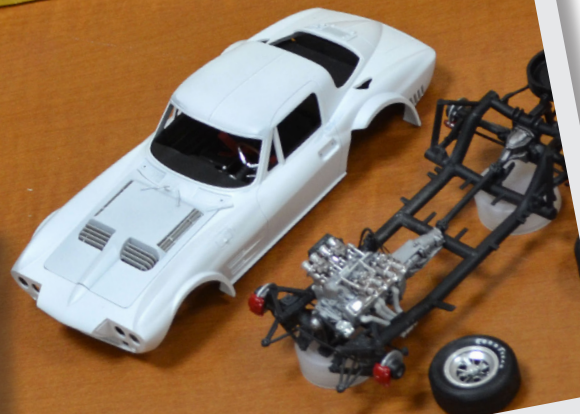


*Tim Kelly's 1-28 balsa DC-3
in work was very clean.*



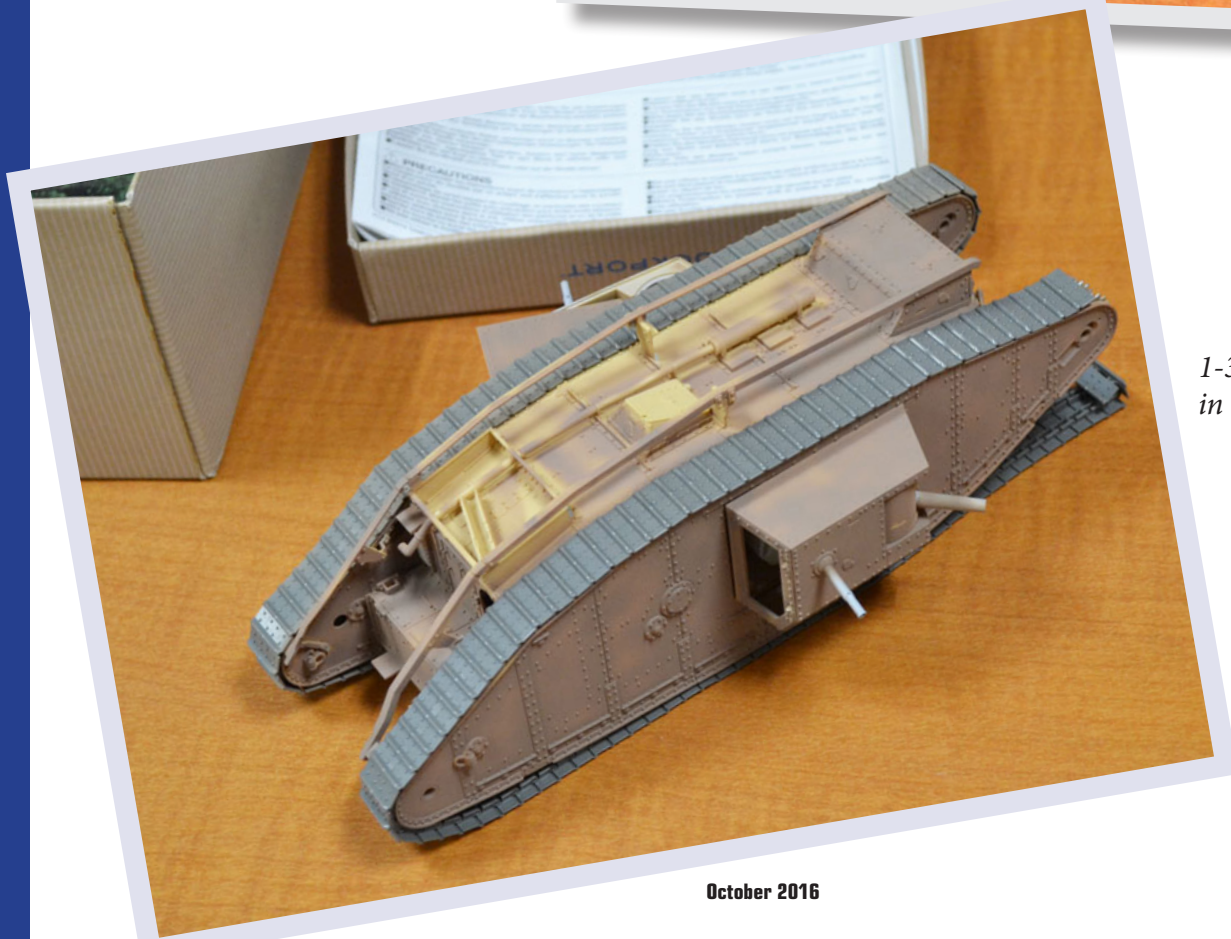
Jim Guld's 1-35 Sherman diorama.

A wooden table with four legs, holding a model airplane, a model car, and a model tank on its surface.

[illegible]

A detailed model of a P-51 Mustang fighter plane, painted in dark green with white and red markings, including the number '5' on the fuselage and the 'H' insignia on the wings. The model is shown from a side profile, highlighting its single-engine propeller, canopy, and landing gear.

*John Lam's Quad. 50 caliber
gun mount in process.*



*1-35 Mk.4 WWI tank
in work by John Lam.'*

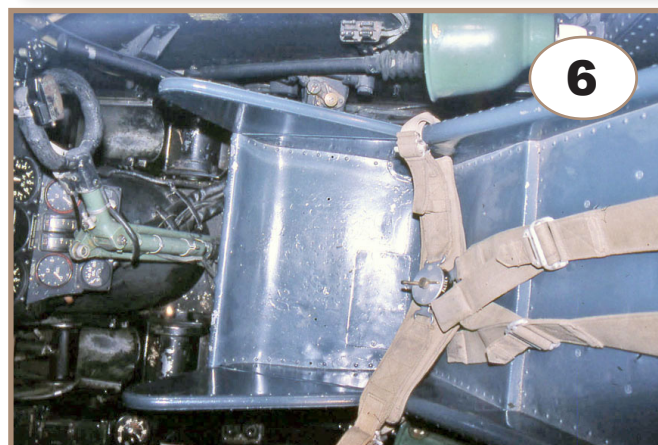
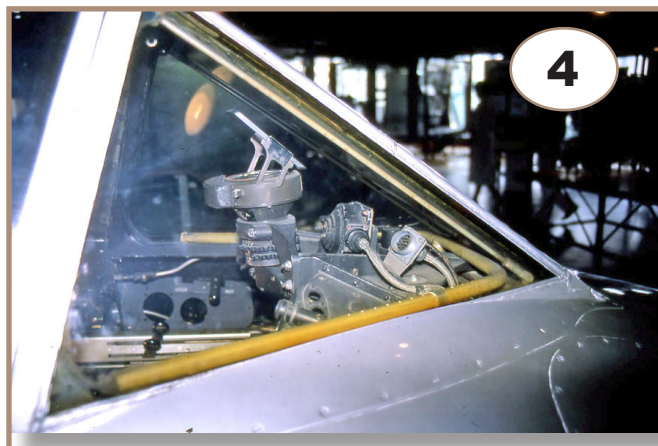
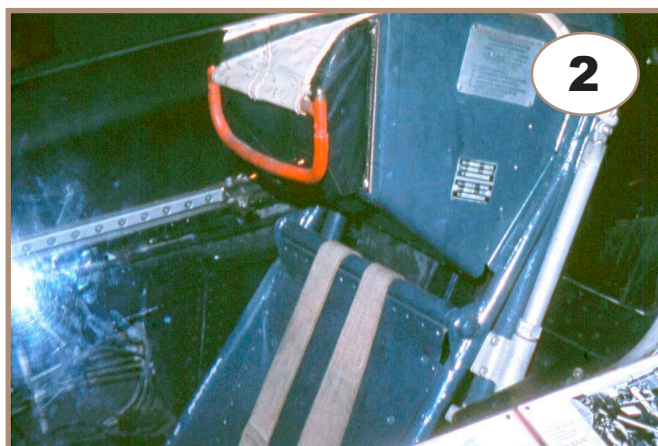
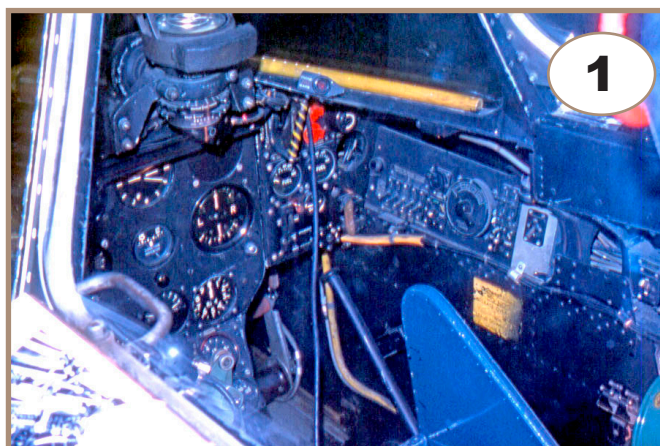


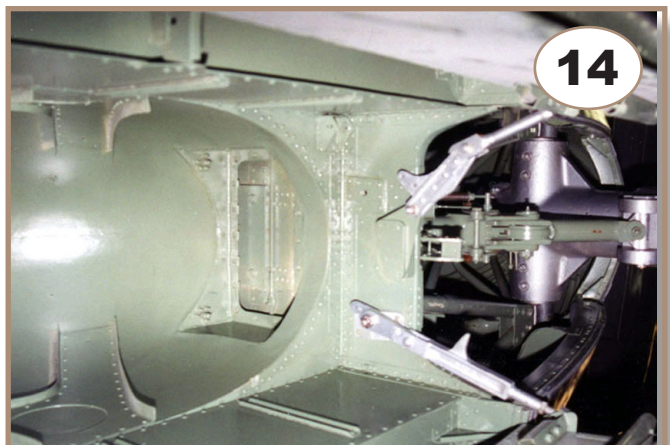
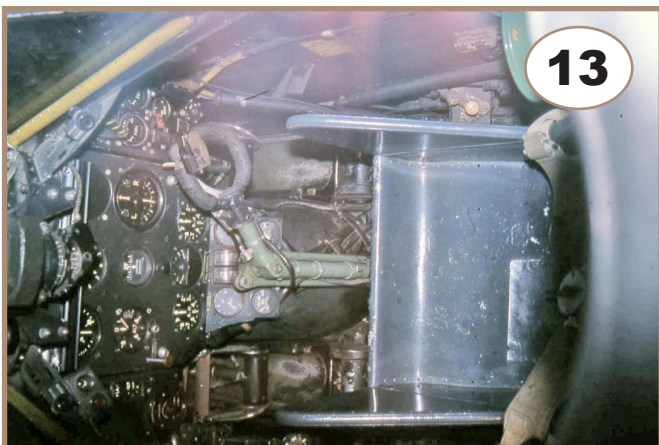
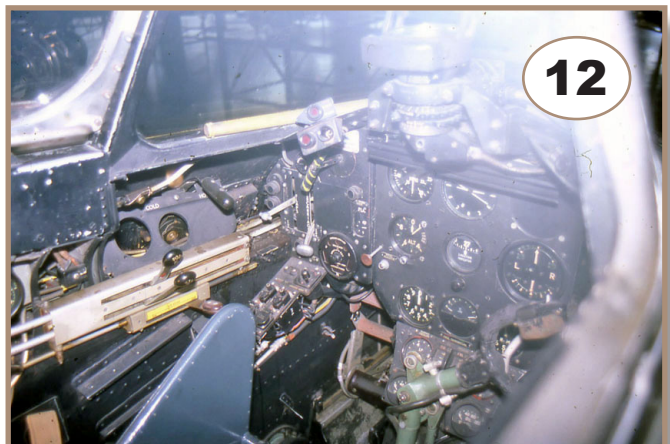
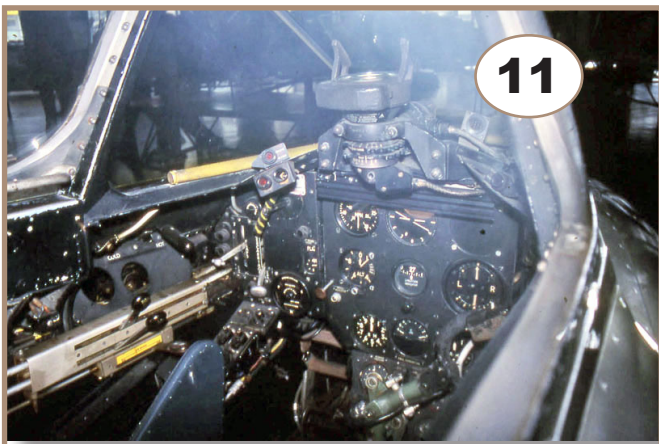
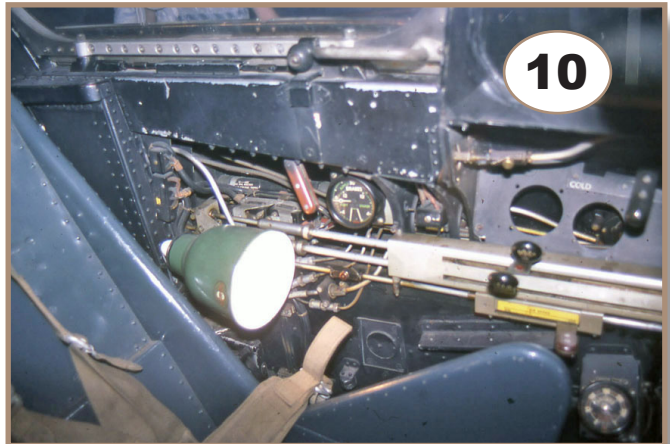
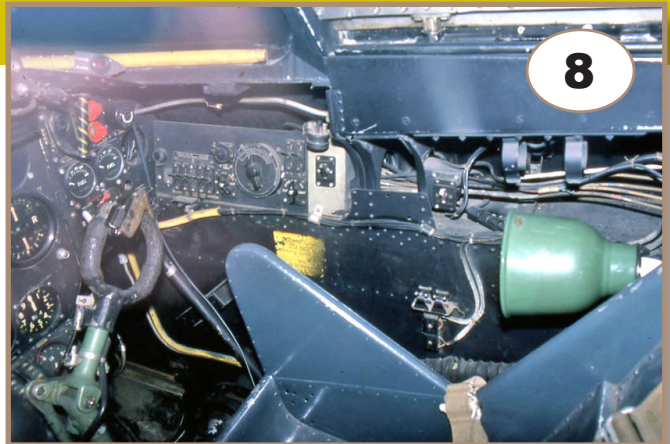
Meteor F.III at the London Science Museum in the UK

by Steve Muth

The Meteor F.III was the first Allied jet deployed on the European Continent. This example was photographed in April of 1987. It is marked as S/N EE410, delivered to the RAF sometime during WWII. The photos and slides

have not aged well but they are still useful. I was not able to photograph the main landing gear because the aircraft was too low to the ground. 🛩️

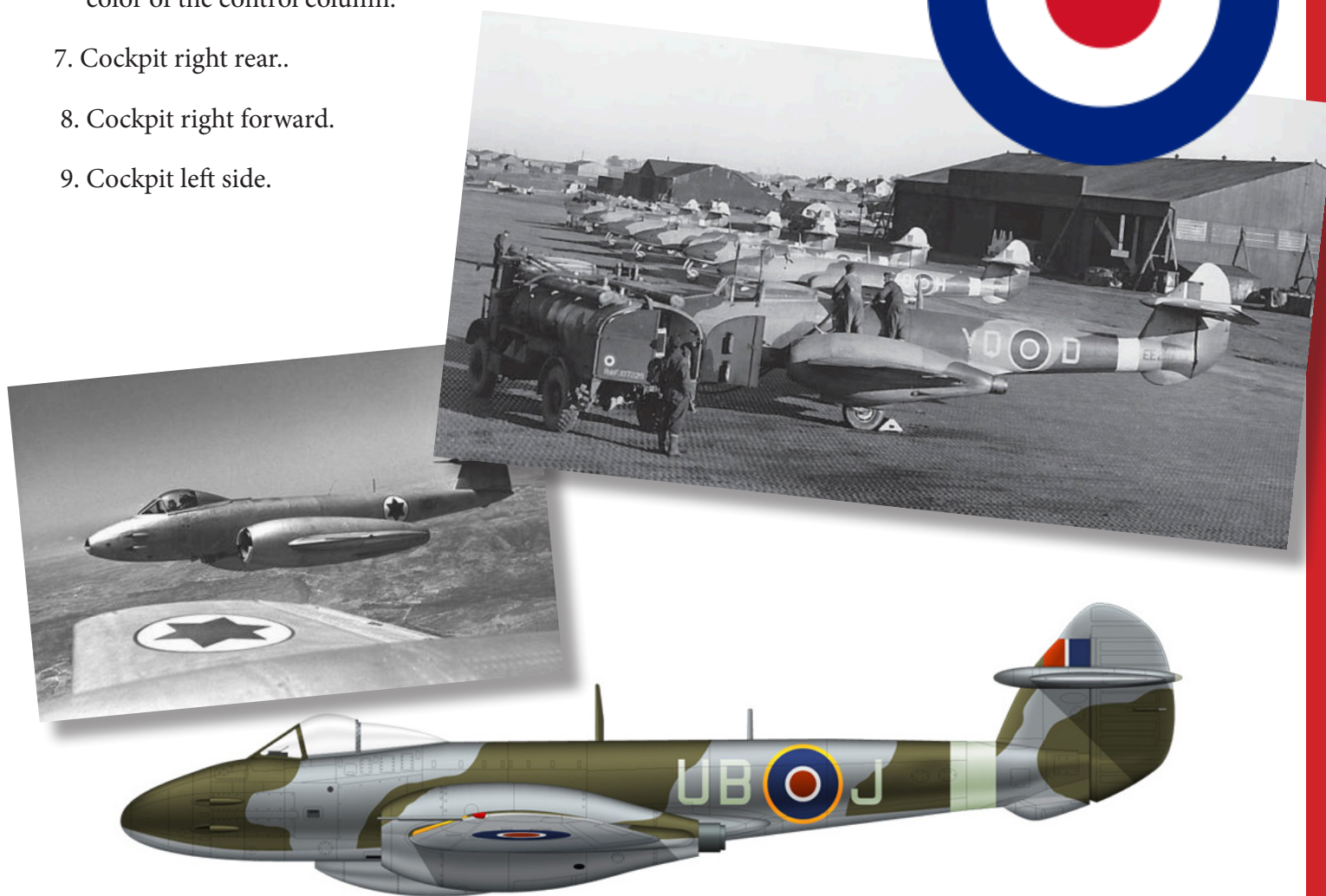






Captions:

1. Cockpit right forward. Although a poor quality photo it does show the overall black. Curiously the seat is a dark blue.
2. Cockpit right rear. Also a poor shot but confirming the seat color.
3. Left front view of the windscreen showing some of the detail under the windscreen.
4. Right side of the windscreen showing the gun sight.
5. Canopy right side with headrest.
6. The seat color is apparent in this photo as is the color of the control column.
7. Cockpit right rear..
8. Cockpit right forward.
9. Cockpit left side.
10. Cockpit left rear.
11. Cockpit left forward.
12. Cockpit left forward again.
13. Cockpit forward and down showing the rudder pedals.
14. Nose landing gear well.



Show Calendar Listing for 2016

See Bob DeMaio for details

Date	Event & Location	Website	Day
Oct 22	HVHMG 26 Elks Lodge 29 Overocker Road Poughkeepsie, NY	www.hvhmg.com	Sat
Nov 12	LIARS Freeport Recreation Center 130 Merrick Rd. Freeport, NY	www.wix.com/liarsmodelcarclub/liars	Sat
Nov 13	Baycon 2015 Elks Hall 326 Farnum Pike Smithfield, RI 02917	www.ipmsbaycolony.com	Sun
Nov 19	Long Island Figure Show Freeport Recreation Center 130 Merrick Rd. Freeport, NY	http://www.longislandmodelsoldiers.com	Sat
Mar 25, 2017	RepLIcon 28 Freeport Recreation Center 130 East Merrick Rd Freeport, NY 11520"	www.lisims-ipms.org	Sat
April 1	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ 07470	http://njipms.org	Sat
May 19-20	Noreastcon 46 Clarion Hotel Batavia 8250 Park Rd. Batavia, NY 14020	www.noreastcon.com	Fri-Sat
Sep TBA	Patcon 2016 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org	Sun

SUPPORT YOUR LOCAL HOBBY SHOP

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.

Get It On Paper

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.

Men-At-Arms Hobbies

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.

The Marx-Man

John Stengel, (718)418-9439 - We carry an array of toy soldiers in plastic and metal, from HO to 54 mm/60 mm. Die cast vehicles and Dragon action figures.

Trainville Hobby Depot

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

1/48 U-2C

by Hawk/Round2, #HL412/12

By Steve Muth



Round2 has re-released the old Hawk U-2 in its U-2C guise. In the 1960s or '70s, the Hawk U-2A was an excellent kit for its era. Yes, it didn't have a cockpit tub or wheel well detail and it did have raised panel lines but my-oh-my it looked great when built! It just captured the look of the real thing perfectly. Way back when I built one I put a Monogram P-80 cockpit tub in it and it really spruced it up. I even left the canopy open.

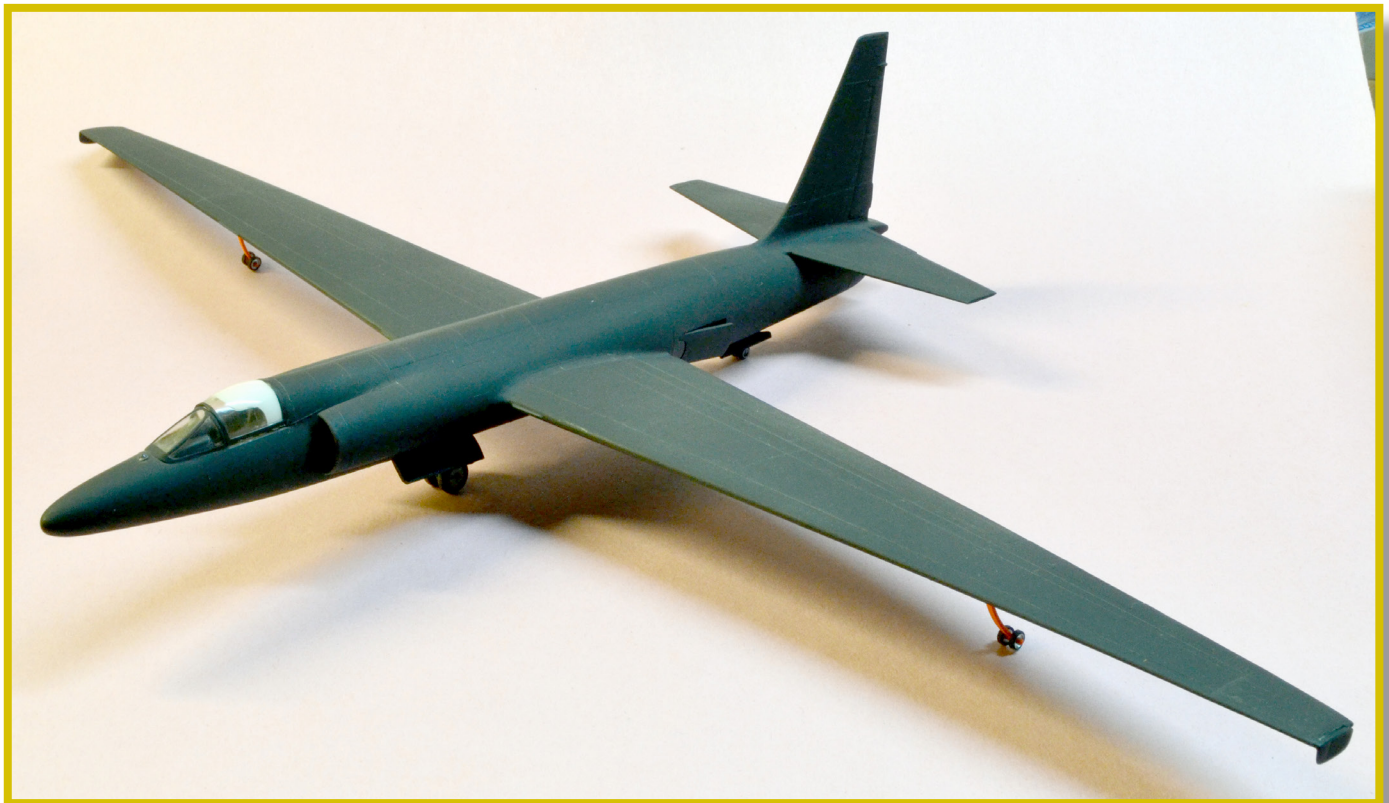
Over the years they modified the molds and created the U-2C. They even kept the art work on the box top. They just added a C to the nomenclature. It appears they kept everything else the same and added a sprue for a few new parts. It comes now with a nice handling dolly and wing supports. And, of course, new enlarged intakes to accommodate the increased air flow requirements of the new

more powerful engine. There still are no cockpit or landing gear well details and the panel lines are still raised. But hey, that's what sandpaper and pin vices are for!

There are 77 parts including 5 clear parts for the canopy and various light lenses. Also included are several optional parts – a rear ventral strake, leading edge slipper tanks, under wing stores, and an air sampler pod. The instructions are on four pages and have 12 steps plus an excellent painting and decaling guide. There are new decals for three aircraft – a USAF aircraft, #66700, a CIA aircraft, # N803X or N804X, and a NASA aircraft, #708, with two different tail markings configurations. There are no stencils but there are decent instrument and console panel decals that appears to be appropriate. The decals have good registration. There are also decals

to represent the camera ports on the bottom of the fuselage. Construction is quite typical but the horizontal tail surfaces are single piece affairs; making for nice crisp leading and trailing edges. The two-piece canopy is quite clear but a little thick. There is little to no flash but there are some sink marks and ejection pin marks on the transport dolly parts (but not on the aircraft parts). Two figures are provided – one pilot figure seated and one pilot figure standing. They both look pretty good as do the wheels.

All-in-all a nice re-release of a true “Golden Oldie”. It would be a nice change of pace from the 200+ parts of more current kits and it will look great when you are done! If you can’t just let well enough alone it is a simple matter to put a cockpit tub from a Monogram P-80 kit in it. Recommended for all builders. 🛩️



Pictured here is a completed Hawk U-2A. The primary external difference between a “A” and a “C” is the bulged intakes of the “C”. This model was completed in the markings likely on

the Gary Powers aircraft when it was at Incerlik, Turkey in 1960, when it was shot down over Russia.



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.

IPMS #

Name:

Address:

City/State:

Zip:

E-Mail:

Phone:

Signature (required by P.O.)

Type of membership

☐ Adult 1 year \$30.00 ☐ Adult 2 years \$58.00 ☐ Adult 3 years \$86.00

☐ Junior (under 18 yrs) \$17.00

☐ Family, 1 yr \$35 (Adult + \$5, Ones set Journal) How Many Cards?

☐ Canada & Mexico: \$35 ☐ Other/Foreign: \$38 (Surface)

Checks must be drawn on a US Bank or International Money Order

PAYMENT OPTIONS:

☐ Check

☐ Money Order

☐ Credit Card

Credit Card:



☐ Master Card



☐ Visa



☐ Discover

Card Number:

Exp. Date:

Chapter Affiliation (if any):

If Recommended by an IPMS Member, Please List His/Her Name and Number:

Name:

Number:



Mail Application to: IPMS/USA, Dept. H, PO Box 2475, North Canton, OH 44720-0475