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# RED, WHITE & SPRUE

Volume 24 Number 3

★ LISMS NEWSLETTER ★

March 2017

## In Honor of a Friend

Kit Review

**1/47 IM-99 Bomarc**

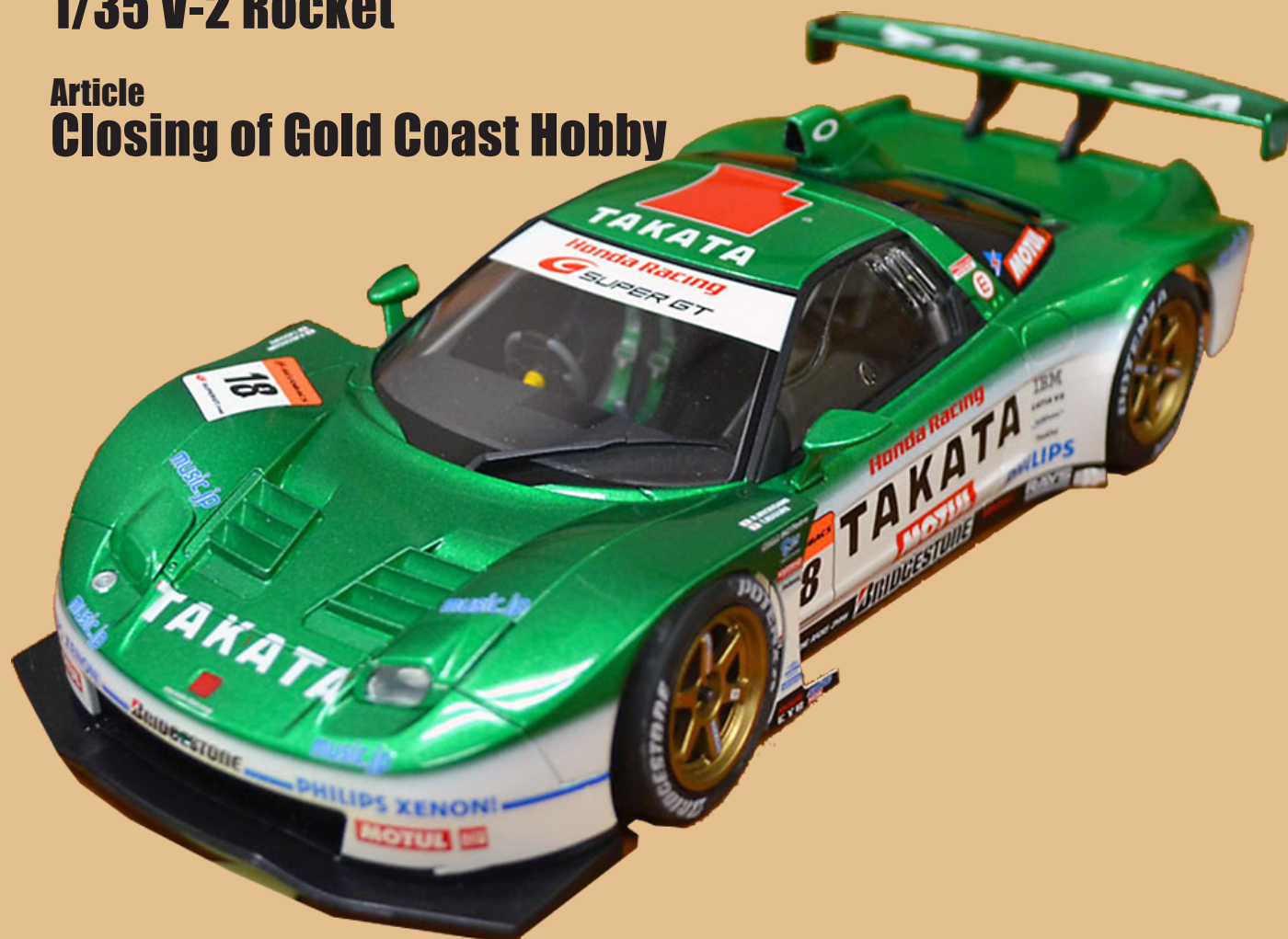
## Seen On Table

In the Box Kit Review

**1/35 V-2 Rocket**

Article

**Closing of Gold Coast Hobby**





Next meeting date:  
**Monday, March 20<sup>th</sup>**  
**7:30 pm to 10 pm**

Levittown Public Library  
1 Bluegrass Lane, Levittown, NY

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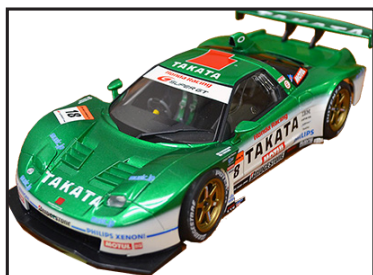
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**Model:** Honda NSX by  
**Photo:** Steve Muth



Back to normal meeting nights every 3rd Monday, this next one on the 20th. This meeting we will have a nostalgia night of old kits in the box, old kit builds you did years ago, old kits you assembled recently, and includes mags and catalogs! You can even sell them if you desire.

If you have any meeting night suggestions to make, I'm listening. I still have shirts to hand out so this nostalgia night will be ideal for our meeeting. Please attend to get your shirts! This meeting is just five days before our RepLICon event. It is up to all members to spread the word anywhere possible about Replicon this month. Please do so.

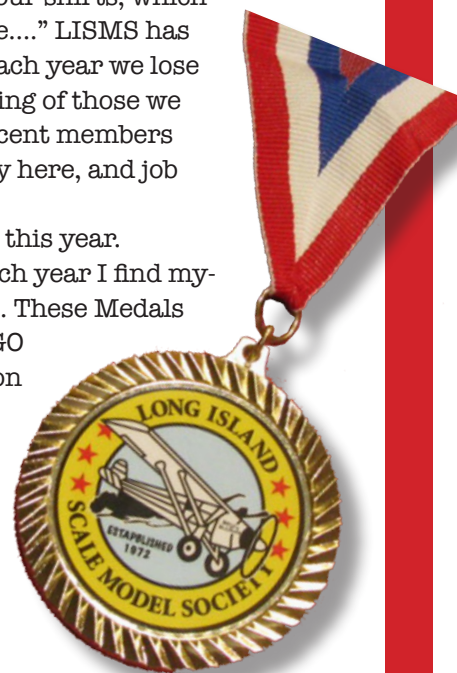
I received my IPMS Journal for Jan-Feb issue yesterday March 1st. Perfect timing three weeks before RepLICon. It's full of adds for shows across the country, but has two pages of lost fellow model builders. We have lost Hensley Murry last year and Roger Carrano this year. If only we could stop the loss of builders. I'd have to change the saying on our shirts, which I would gladly do to, "So Many Models, Plenty of Time...." LISMS has always done well during the 45 years in existence. Each year we lose a couple of members and pick up members. The passing of those we never want to see happen, happens. We have seen recent members leave Long Island due to retirement, too costly to stay here, and job opportunity. Too bad for we have lost good members.

These will be the awards given out at RepLICon 28 this year. Plaques have been growing to an outrageous cost. Each year I find myself trying to select something different and less cost. These Medals are molded in Gold, Silver, and Bronze. Our color LOGO enhances their look. They don't take up much room on the shelf next to or in front of your winning model. I have a collection of plaques that fill up a wall in my home. I left a few out and boxed the rest in my garage shelves. I have a computer file listing of each show, kit model, scale and place for record keeping.

I am in the process of discussing things to do at the American Armor Museum. Selecting weekend dates seem to be the difficult part of all. Both museum and modelers have event dates, then add holiday and yearly dates to celebrate, leaves very few weekends to pick from. I hope to have more on this at our next meeting.

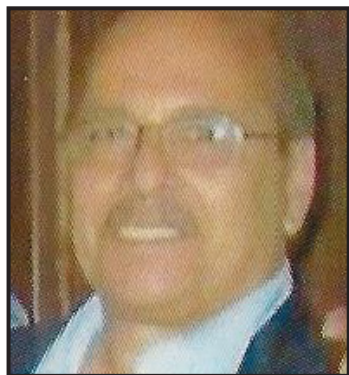
Keep our hobby alive and well!

*Bob*





## In Honor of a Friend



In the past three years I lost three close friends. Two of them I knew for thirty plus years. I knew Roger Carrano for just the past seven. Somehow we just bonded during the first year when he joined the LISMS board. I didn't know Roger's capabilities at first and he kept asking me to give him something to do in preparation of hosting Noreastcon 2010. He became very helpful in getting word out about our show. At the Regional he took charge to make sure all demos went on as scheduled and all matters dealing with our World War II fighter pilot guest speaker's needs were met. He also stood by me attending to issues that arose while I attended others. He was my right hand man. He thought a lot like me. On the board he offered opinions and alternate solutions while always showing concerns for others, whether it be for contest people, vendors, club members, or outside affiliates. He was voted into the board's Vice President position when it became vacant.

Since I was married I had only traveled with my wife and daughters, not with a fellow modeler, gamer or gun club associate. I suggested to Roger he and I make a six day trip to the IPMS Nationals in Columbus Ohio. Our wives approved and were given a break from us. We drove the 13 hours with contest models packed. During the trip out the conversations flowed as if we could finish each other's thoughts. From the time we arrived at the convention till we left, our humor melded so much so we became the comedy team in the vendor area. We could say something with a straight face and knew when it was a joke. The vendors were laughing at or with us. One vendor would shake his head

and laughed at us just passing his tables.

We drove to the Nationals with extra space in the car for any purchases we might make. The night before we left I was looking around the room at what we both bought. Roger saw my face and asked what's up? I said I was wondering how we were getting all this in the car. Roger bought a paint sprayer booth that took up half the back seat and we both over spent on kits, kits, and more kits. Roger said leave it to me. We used three hotel carts to get everything from the room to the car. We tipped the hotel helper and told him not to wait for us to unpack the carts, we'll be a while. I think it took us an hour packing the car like a puzzle. Every tiny space was used. On the way home we were wondering if we would remember what belonged to whom.

He was trustworthy, honest, respectful, and easy to joke with. When Roger became too ill to drive, I visited him three times and he showed concern each time that he didn't want me to feel obligated to visit him. I told him I was visiting a friend and brother because that's the way I felt.

Several planned visits over the past couple of months to see Roger were canceled due to his failing condition, sleeping most day and night. I planned another visit to him the week he passed. He was a good person to know and I wish I had known him a lot longer. 🇺🇸

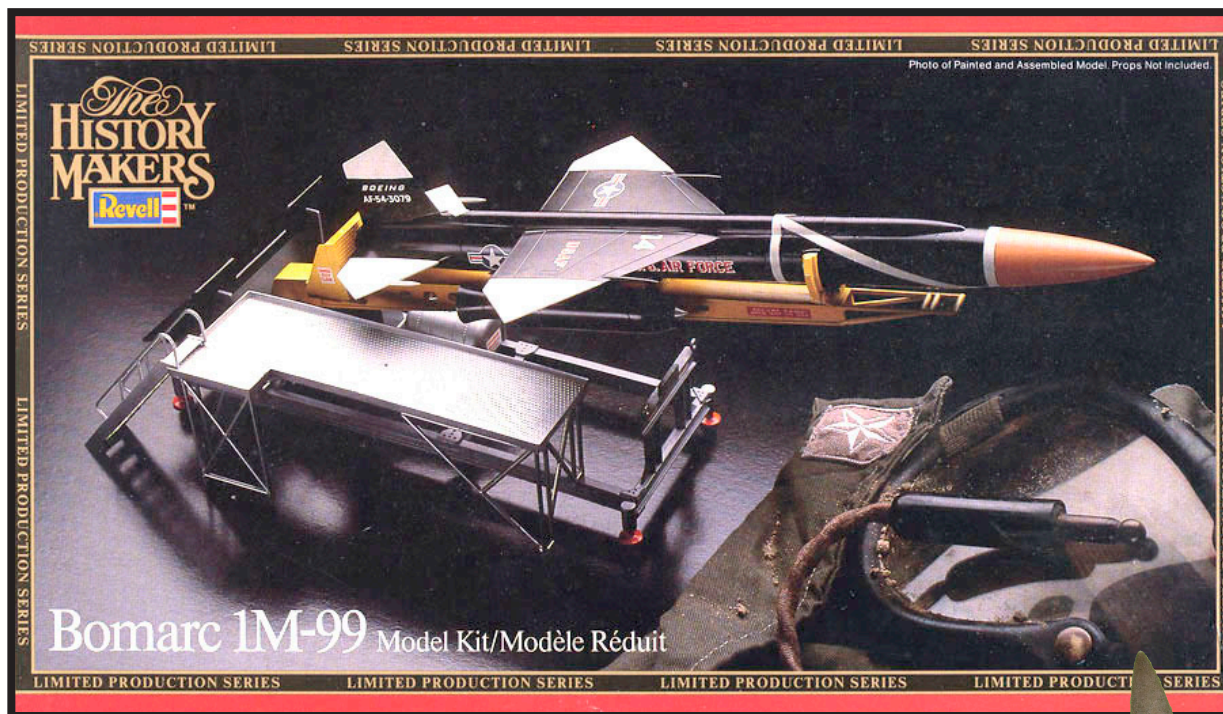
Rest in peace Roger



# 1/47 IM-99 Bomarc

Revell # 8602

by Steve Muth

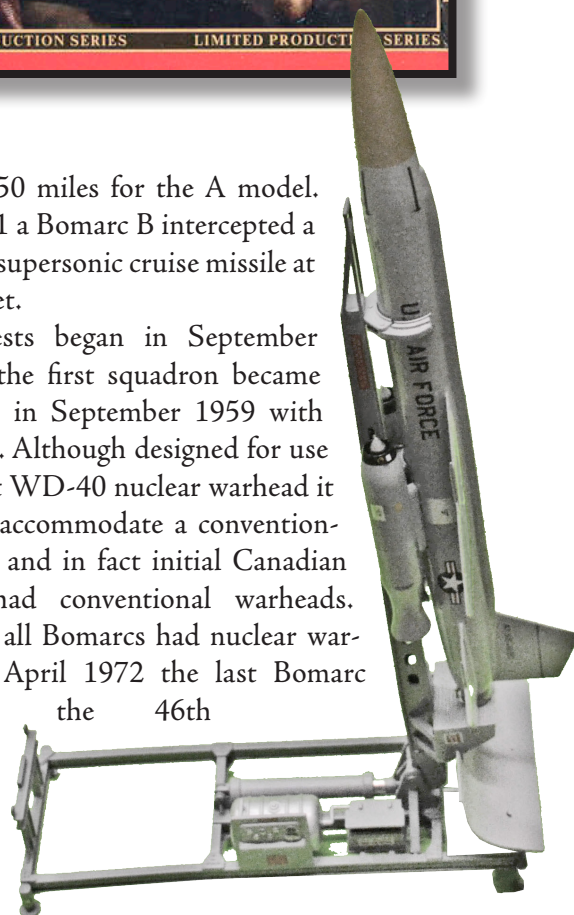


A few years ago, an "In The Box Kit Review" of the Revell Bomarc A was published in the newsletter. It is repeated here, frankly, to save time and not re-invent the wheel. I have made a few minor changes to reflect changes in opinion as a result of actually building the beast. Following it is the build description.

The Bomarc was the only ground to air missile fielded by the United States Air Force. Designated variously IM-99, F-99 and CIM-10 it was a Mach 2.5 – 2.8 ramjet powered interceptor for the Cold War air defense of North America. There were two variants; the IM-99A with a liquid fuel booster (carried internally) and tube based electronics and the IM-99B which had a solid fuel booster, solid state electronics and improved Marquart ramjets. The main visual distinguishing characteristics were the screen shrouded exhaust expansion bells on the aft end of the ramjets of the B model. The Both variants had a cruise speed of Mach 2.5 – 2.8 with the B model having a higher max altitude and longer range – 440

miles vs. 250 miles for the A model. On 3-23-61 a Bomarc B intercepted a Regulus II supersonic cruise missile at 100,000 feet.

Flight tests began in September 1952 and the first squadron became operational in September 1959 with Bomarc As. Although designed for use with a 10kt WD-40 nuclear warhead it also could accommodate a conventional warhead and in fact initial Canadian Bomarc had conventional warheads. Eventually, all Bomarc had nuclear warheads. By April 1972 the last Bomarc squadron, the 46th A D M S had been deactivated and the





missile's operational life was over. In the aftermath, the Bomarc was used as a realistic target for other missiles but that us another story.

As an aside – within a year of activation there was an “incident”. A Bomarc A with a nuclear warhead caught fire at McGuire AFB in New Jersey on 6-7-60 after an on-board helium tank exploded. The ensuing fire caused the warhead to melt (It did not detonate) and release plutonium which the fire crews spread around in their efforts to extinguish the fire. The site was cleaned up and then covered with concrete. This was the only major incident experienced in the Bomarc program.

### The Kit

The Bomarc was first released by Revell in 1957 but was re-tooled in 1959 and released in various boxings until 1980. All are of the Bomarc A variant. There are 60 styrene parts; 17 for the missile, 3 for two crew members with the balance of 40 for the launcher. Mold quality is on par for the era. There is some flash, many shallow pin ejection marks and some sink marks, particularly on the flame deflector, horizontal elevators and the most egregious being on the side platform of the launcher. Due to the non-skid texture, there these will be difficult to rectify and very obvious. The good news is that the service platform depicted was not apparently used at operational sites. The panel lines and rivets on the missile body are very heavy while the flying surface panel lines are fine. There are some raised lines on both the body and wings to indicate decal placement.

As usual for the era, the instruction sheet is comprehensive consisting of 8 pages with 23 assembly steps and includes a parts diagram with color callouts. The callouts are for generic colors (i.e. black, white, yellow, etc). The decals appear to be opaque but are slightly out of register. This is particularly noticeable on the Stars and Bars and the U.S. Air Force legend on the fuselage. They should probably be replaced; although I don't know how. The kit decals are for an early test color scheme of overall black with white trim. I wanted to depict an operational missile which were overall FS 16473 Air Defense Command Gray. So... the decals would have to be outsourced anyway. This proved to be a problem getting the stars and bars and other markings in the correct sizes. Most of the suitable decals in my folders turned out to be brittle causing no end of trouble even after I sprayed them with clear. I wound up buying new ones. They were very dif-

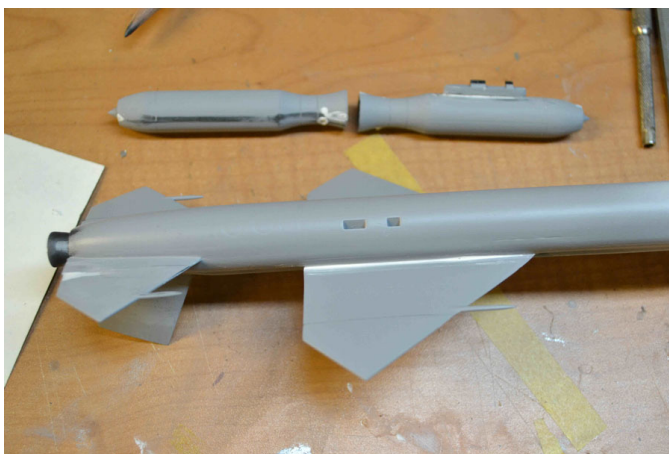
ficult to find and I wound up doing some of them letter by letter.

There is a dearth of detail photographs on the internet or published, particularly on the guidance vanes purported to be in the booster rocket exhaust. If there were no guide vanes in the booster exhaust I'm perplexed as to how they achieved control for the first few seconds of flight until there was enough air flow over the control surfaces. Perhaps the launch was rapid enough so the control surfaces became effective before any instabilities developed. The search continues.

Despite all these nits, the shapes appear to be correct and with a little effort a very nice Bomarc A can be built. Also, it is the only game in town in 1/48 scale (Actually 1/54). If you see one at a vendor table at a reasonable price I recommend you pick it up. I paid \$25 for mine some years ago. If it ever does see a modern offering the price is sure to be exorbitant. The only major problem with this Revell offering is the sink marks on the side service platform and from available photos, most settings did not have it so it can be eliminated.

### Now to the actual build

To start with, I abandoned the side platforms because I could not figure out a way to fix the sink marks in the top work surface texture. With that decision made, work started with the launcher. The basic launcher is OK. However, virtually all the structural parts had shallow ejection pin marks all over them and considerable time had to be taken to fill and eliminate them. Most were in hard to work in areas like the web of the I beams. Easier, were the ejection marks on the tail surfaces of the missile. In addition, the tail surfaces did not have nice flat surfaces and looked like they had shrunk unevenly



*continued on p6*

in thickness. Whether this was due to the parts, cooling after being removed from the molds or just shrinkage from age I don't know. The kit dates from 1980 or older. 36 years! No other parts exhibited this problem. The wings were fine. There was one other problem with the launcher. The launcher rail itself is made of two parts with truss work connecting them along the bottom. As you would expect from an old kit, the connecting truss pipes did not line up well and looked terrible. Not only that, they were very obvious. At that point I came across photos showing the launch rail boxed in on the bottom. Viola! Problem solved! The launch rail was boxed in with plasticard. At this point a major decision was again required. The Bomarc was retained on the launcher by a simple clamp near the front end of the launcher rail and a complex of four restraining arms at the rear by the flame deflector. The simple clamp on the front is provided and it is nice. However, there are no restraining arms for the rear. After looking at photos of them for a long time I decided they weren't worth the considerable effort it would take to recreate them. My original intent was to build it out-of-the-box (not with-standing the boxing of the launch rail). They didn't get built.

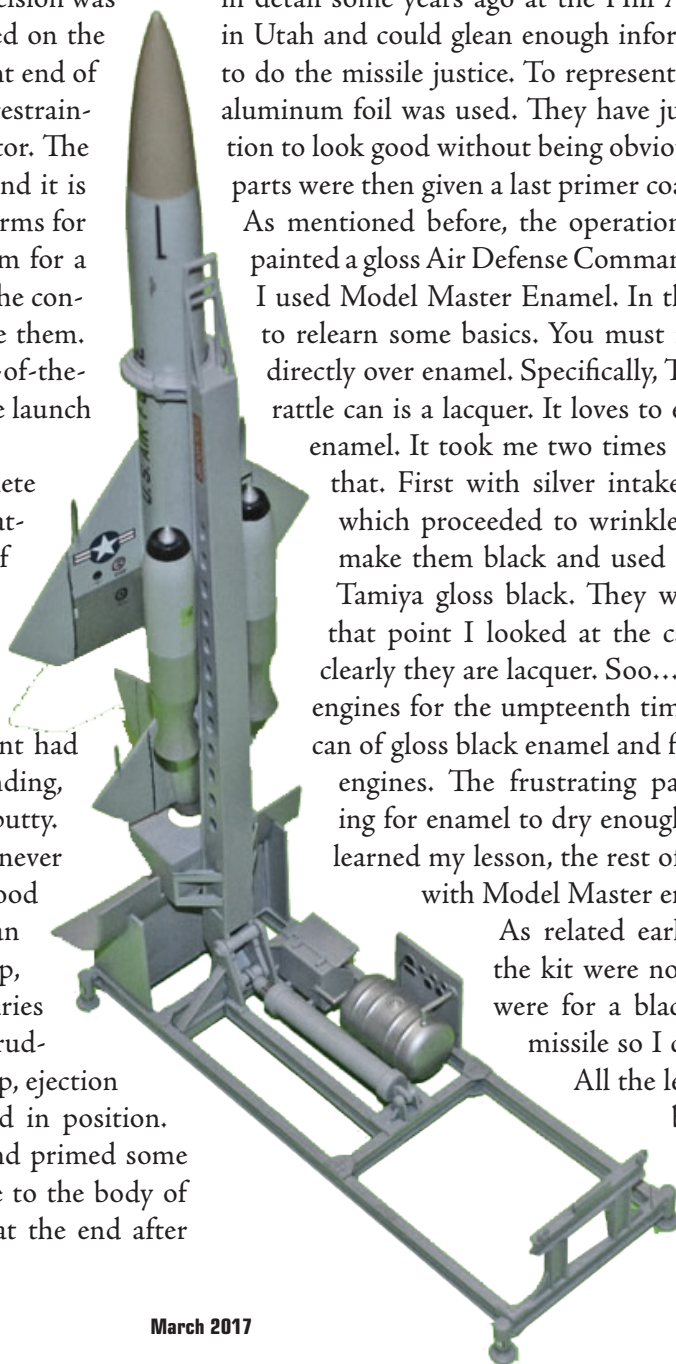
With the launcher more or less complete and painted Tamiya primer gray overcoated with semi-gloss clear, the missile itself was started. The first thing was to sand off all the rivets and raised panel lines. The fuselage halves and wing were then assembled. The fuselage halves went together OK but the wing to fuselage joint had a large gap and took considerable sanding, gap filling with .030 plasticard, and putty. A word here about putty. If you have never used Vallejo putty you are missing a good thing. It doesn't seem to shrink and can be smoothed with a wet finger, wet Q tip, or other wet implement. Great stuff. It dries fast too. Next the horizontal stabilizers, rudder and wing tip ailerons were cleaned up, ejection pin marks filled and sanded then glued in position. Everything was then primed, puttied and primed some more. Since the engines are rather close to the body of the missile, I decided to mount them at the end after

everything was painted. This necessitated stuffing the mounting holes with wood wedges to keep the plastic unpainted and suitable for gluing. After the body was more-or-less completed the engines were tackled. They have the same problems that the fuselage had. Heavy rivet and panel details although the intakes and exhausts were commendably thin. There were some gaps at the pylons but they were taken care of with a little Vallejo putty and a Q-Tip.

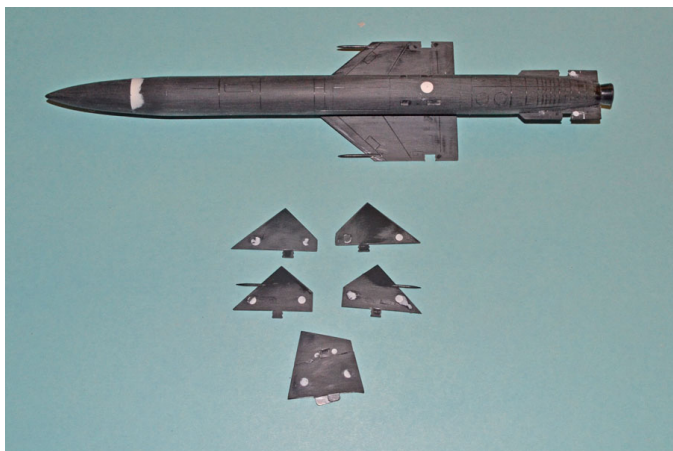
The next step was to re-scribe all panel lines. Surprise! There do not seem to be any three view drawings with panel lines around. Luckily, I photographed a Bomarc A in detail some years ago at the Hill AFB Air Museum in Utah and could glean enough information to be able to do the missile justice. To represent the access panels aluminum foil was used. They have just enough definition to look good without being obviously too high. The parts were then given a last primer coat before painting. As mentioned before, the operational Bomarc were painted a gloss Air Defense Command Gray FS16473. I used Model Master Enamel. In the painting, I had to relearn some basics. You must never put lacquer directly over enamel. Specifically, Tamiya gloss black rattle can is a lacquer. It loves to eat Model Master enamel. It took me two times around to relearn that. First with silver intakes on the engines which proceeded to wrinkle then I decide to make them black and used – you guessed it – Tamiya gloss black. They wrinkled again. At that point I looked at the cans where it says clearly they are lacquer. Soo... after sanding the engines for the umpteenth time I found a rattle can of gloss black enamel and finally finished the engines. The frustrating part was the waiting for enamel to dry enough to sand. Having learned my lesson, the rest of the painting was with Model Master enamel paints.

As related earlier, the decals in the kit were not up to snuff and were for a black and white test missile so I couldn't use them.

All the lettering and numbers were red outlined in white. Also, there were no sten-





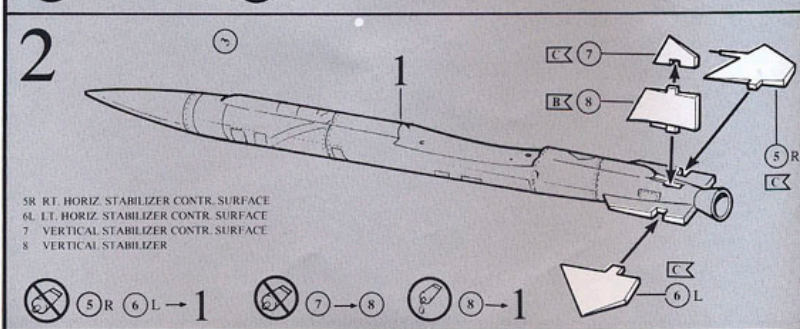
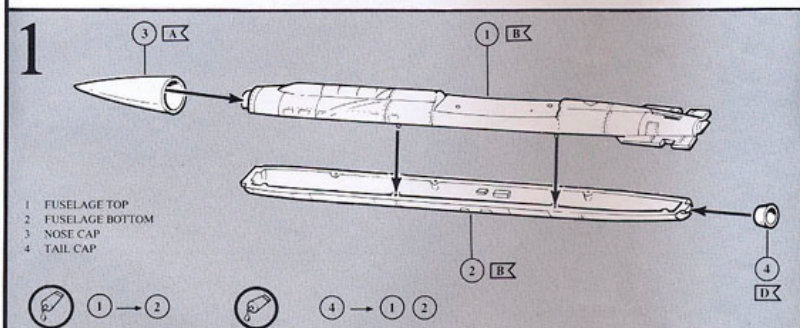
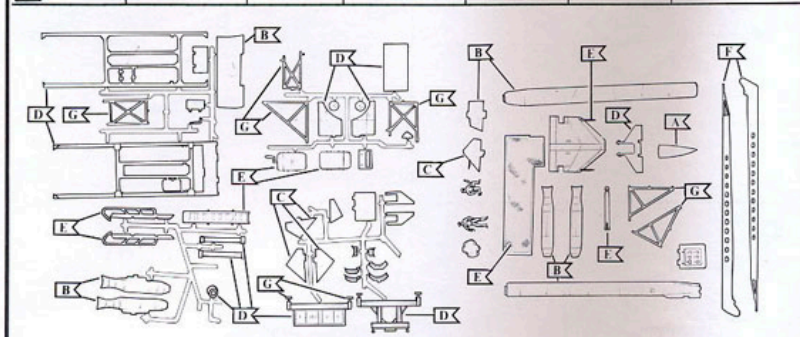


cils. The spares decals box provided the stencils but I had to purchase after-market stars and bars and such. When the decaling was completed the missile and engines were sprayed over all semi-gloss clear and the engines were mated to the body.

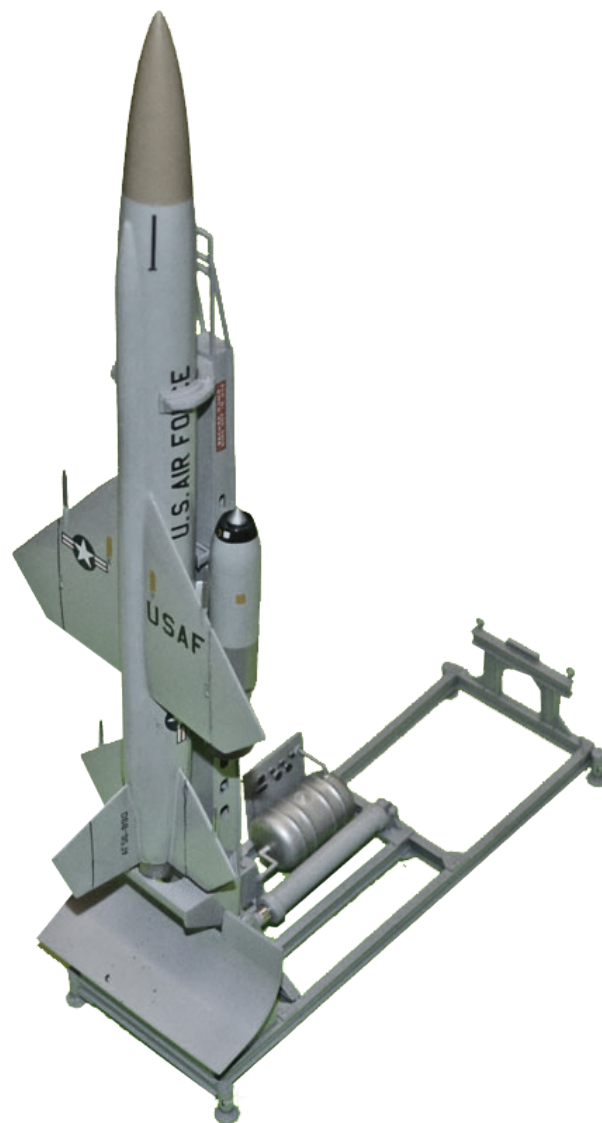
The build, despite the problems with the decals, ejection pin marks and sinks, was satisfying. Although, it would have been even better if the restraining arms had been supplied. Most important, it looks terrific when completed. Now that it is done, Revell are re-releasing it this month (February). Might there be a new mold Bomarc? With restraining arms on the launcher? One can only hope. If they can do a Rhien-tochter they may do anything! 🇩🇪

16012-3800

A	TAN	BEIGE	BRUN	TAANKLEUR	BEIGE	MORZNO	MARRONE BRUCIATO
B	BLACK	SCHWARZ	NOIR	ZWART	SVART	NEGRO	NERO
C	WHITE	WEISS	BLANC	WIT	VIT	BLANCO	BIANCO
D	GRAY	GRAU	GRIS	GRUS	GRA	GROS	GROGROP
E	SILVER	SILBER	ARGENT	ZILVER	SILVER	PLATA	ARGENTO
F	YELLOW	GELB	JAUME	GEEL	GUL	AMARILLO	GIALLO
G	ORANGE	ORANGE	ORANGE	ORANJE	ORANGE	ANARANJADO	ARANCIONE
H	FLESH	HAUTFARBE	CHAIR	VLEES KLEUR	HUDFARGAD	PIEL	CARNE



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## FEBRUARY 2017 SEEN ON THE TABLE

*Well, it was a good turn-out of models for the club contest! There were 25 models in a wide variety of classes. There were 10 aircraft, 9 Armor, a Figure, a Boat, 3 Cars and 1 Misc.!*

*Steve Muth*

### Contest results were as follows:

<b>Aircraft AC-1 1/72 and smaller</b>			
	1st place	Steve Adler	P-47D
	2nd Place	Joe Yeager	N1K2 George
<b>Aircraft AC-2 1/71 to 1/48</b>			
	1st Place	Joe Haberkorn	JN4D Jennyl
	2nd Place	Ray O'Neill	SM.81
<b>Aircraft AC-3 Larger than 1/48</b>			
	1st Place	Bob DeMaio	Tempest Mk V
<b>Aircraft AC-4 Vacu Forms, Scratch Built, Major conversions</b>			
	1st Place	Ray O'Neill	Caproni Ca. 309
<b>Armor AR-S Smaller than 1/48</b>			
	1st Place	Joe Yeager	Pz III L Winter 1/144
	2nd Place	Steve Muth	Bomarc A
<b>Armor AR-L 1.48 and larger</b>			
	1st Place	Jim Guld	T17E2 Staghund
	2nd Place	Joe Yeager	Sdkfz 234/3
	3rd Place	Bob Demaio	35.5 cm German Howitzer
<b>Figures</b>			
	1st Place	Joe Yeager	German Winter Soldier
<b>Ships</b>			
	1st Place	Joe Yeager	Higgins LCPV Boat
<b>Misc.</b>			
	1st Place	Joe Yeager	Wooden Ammo Trailer

**Now the Models:**





*Joe Yeager showed his 1-144 George and took 2nd in Aircraft AC-1*

*Ray O'Neill's 1-72 SM.81 took 2nd in Aircraft AC-2*

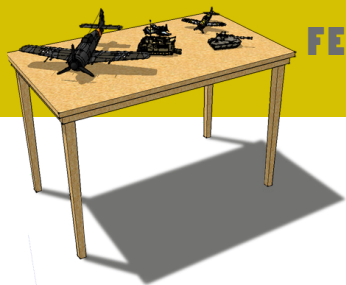


*Here is Ray O'Neill's 1-72 Ca. 313*



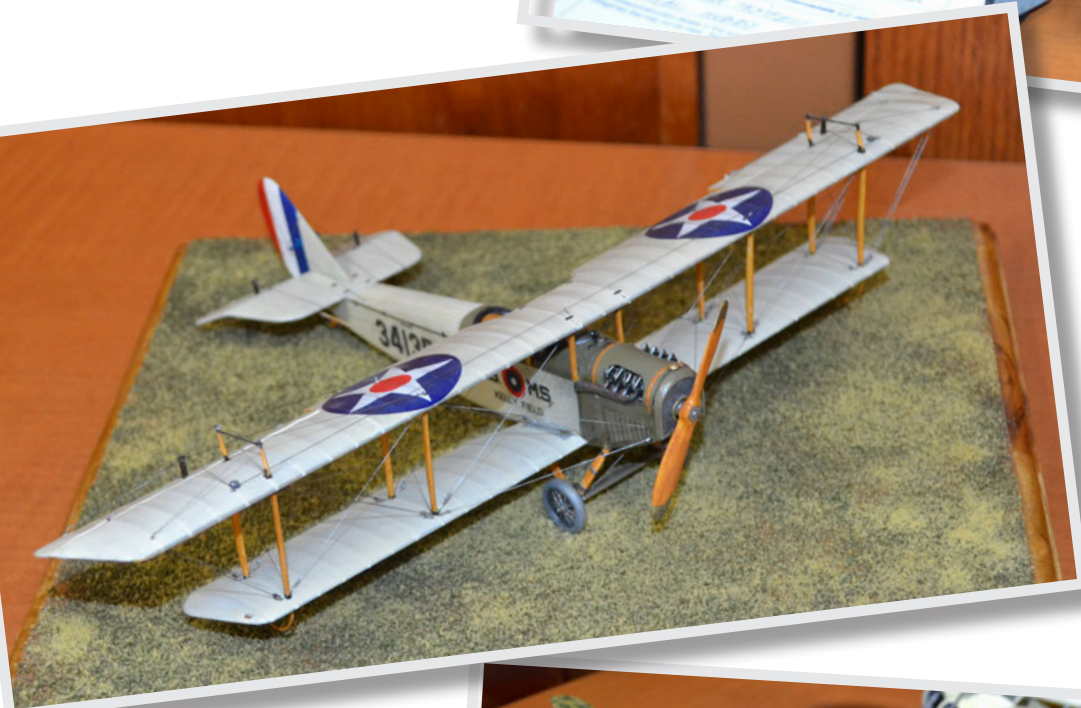
*Steve Martens brought his Eric Hartman Bf 109G for Display Only.*





## FEBRUARY 2017 SEEN ON THE TABLE

*1-32 Special Hobby Tempest Mk V by Bob DeMaio took 1st in Aircraft AC-3*



*1-48 Lindberg JN4D Jenny with a lot of work by Joe Haberkorn took 1st in Aircraft AC-2*



*1-72 SM.73 was by Ray O'Neill*

Continued on p 8





*Scratch built 1-72 Caproni  
Ca.309 by Ray O'Neil took  
1st in Aircraft AC-4.*



*Ca.133 in 1-72 was by Ray O'Neill.*



*Dragon 1-144 Winter Panzer  
PzIII L by Joe Yeager took 1st in  
Armor AR-S.*





## FEBRUARY 2017 SEEN ON THE TABLE



*SAM ART 1-35 35.5 cm German Howitzer by Bob DeMaio took 3rd in Armor AR-L.*



*Hobby Boss V-150 Commando Armored Car by Steve Martens.*



*Joe Yeager's Italeri 1-35 Sdkfz 234-3 took 2nd in Armor AR-L.*

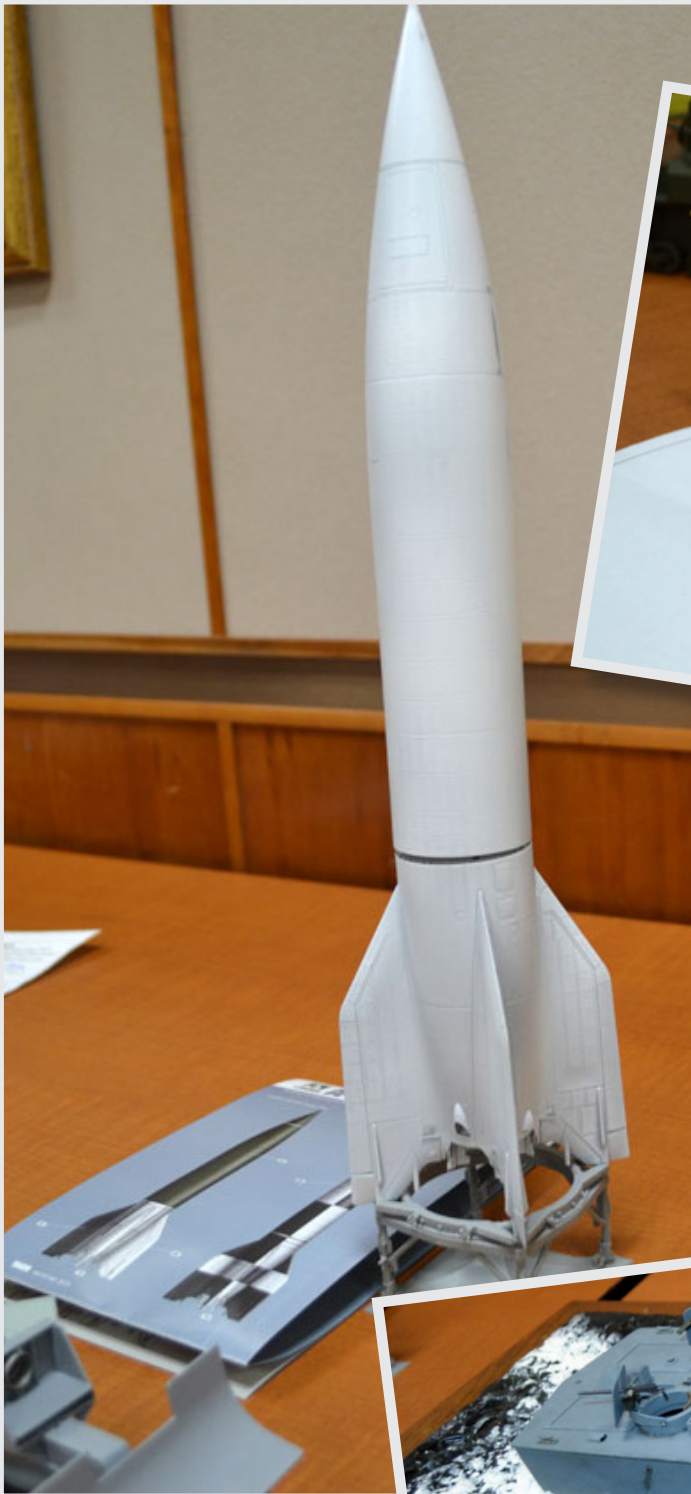
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*Steve Muth's Revell 1-47 Bomarc A Missile on launcher took 2nd in Armor AR-S.*

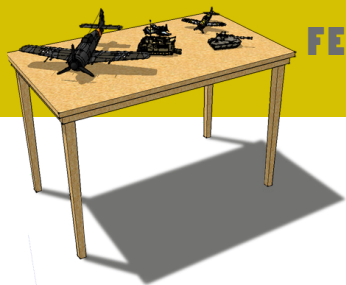


*Jim Boulukos brought his Takom 1-35 V-2 Rocket as a work in process.*



*Higgins LCVP by FM was built by Joe Yeager took 1st in Ships class.*





FEBRUARY 2017 SEEN ON THE TABLE

*Tamiya 1-24 Aston Martin DBS by Jim Boulukos took 1st in Automotive.*



*2005 Honda NSX in 1-24 was on Display Only.*

*Revell 1-25 Shelby Cobra by Rich Caserma took 2nd in Automotive.*







*Bronco 1-35 T17E2 Staghund Armored Car A.P. by Jim Guld took 1st in Armor AR-L.*

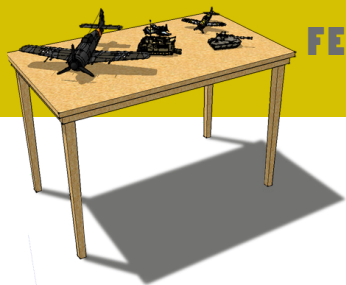


*Dragon 1-35 T19 1/2 track was built by Jim Guld.*



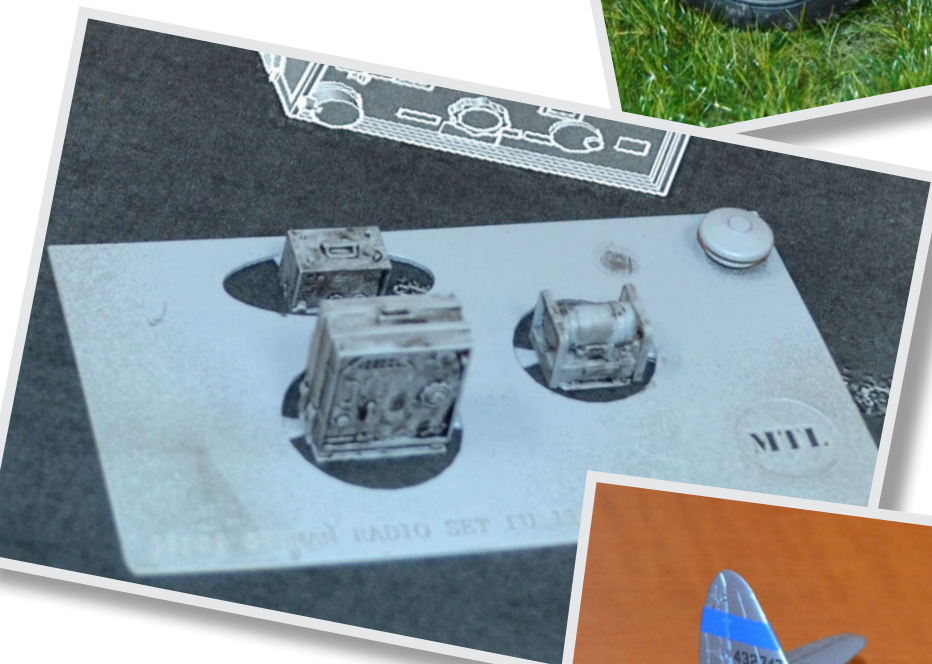
*DML 1-35 Winter German Soldier by Joe Yeager took 1st in Figures,*





## FEBRUARY 2017 SEEN ON THE TABLE

*Scratch built wooden ammo trailer  
by Joe Yeager took 1st in Misc.*



*John Lam's 3D printed 1/35 radios  
were for display only*



*1st in AC-1, 1/72 and smaller, went to Steve Adler's P-47D*





# 1/35 V-2 Rocket, Miellerwagon, and Hanomag SS-100

Takom #2030

by Steve Muth



The Aggregate 4, or V-2 (German Vergeltungswaffe 2, Retribution Weapon 2) guided missile, was among Nazi Germany's most important technological achievements during World War II, and was among the most feared weapons of mass destruction before the nuclear age. These were the first long range ballistic missiles to be used in war. At the Peenemunde Army Research Center, the V-2 was designed by the now famous German rocket engineer Werner von Braun. Powered by a mixture of liquid propellants, the 27,600 lb. V-2 was launched from mobile launch platforms. Primary target were Paris, London and Antwerp (in Belgium). Over 3000 were launched against the Allies.

The Rocket was 45' 11" in length, with a diameter of 5' 5" and carried a warhead of 2200 lb. which detonated on impact. The V-2 reached a speed of 1790 mph before hit-

ting its target and was virtually undetectable before impact. The V-2 was responsible for the deaths of an estimated 9,000 civilians and military personnel, while some 12,000 – 20,000 forced laborers and concentration camp prisoners died during the production of these weapons.

## THE KIT

What comes in a sturdy top opening box 18X11½ X3¾? This kit. Essentially, three kits with a total of 505 parts. Believe me, the box is chock full of exquisitely molded plastic parts. 336 parts for the V-2 and Miellerwagen and 169 parts for the Hanomag SS-100.

The V-2 and Miellerwagen are covered in a comprehensive 16-page instruction booklet, with 32 assembly steps. There are four pages of color profiles for use as a decal and painting guide for five color schemes. There



are 7 sprues with 310 for the V-2, its launch table and the Miellerwagon. Two fine chains, one P. E. fret with 14 parts, four rocket body parts, eight wheels and one decal sheet. The moldings are very nice with no flash and no sink marks; but there are some ejection pin marks on the main side beams of the Miellerwagon. There are no locating pins or tabs.

This is by far the best V-2 and Miellerwagon kit this author has seen. I really don't know how the kit could be substantially improved on except to incorporate locating pins and or tabs. The detail on the Miellerwagon has to be seen to be believed. It is that complete. It will be the gold standard for years to come, I am sure. The missile and the launcher stand can be purchased separately as #2075 for about \$20-\$25.

The Hanomag SS-100 was a Wehrmacht heavy tractor multi-purpose vehicle produced through-out the war. Originally produce in 1936 as the SP-100 heavy agricultural tractor, it was quickly pressed into service with both the Wehrmacht and Luftwaffe, and became one of the most widely used heavy tractors in German military service. Among other things V-2 units used it to tow the

Miellerwagon, which transported the V-2 rocket to the launch site and erected the rocket onto the firing stand.

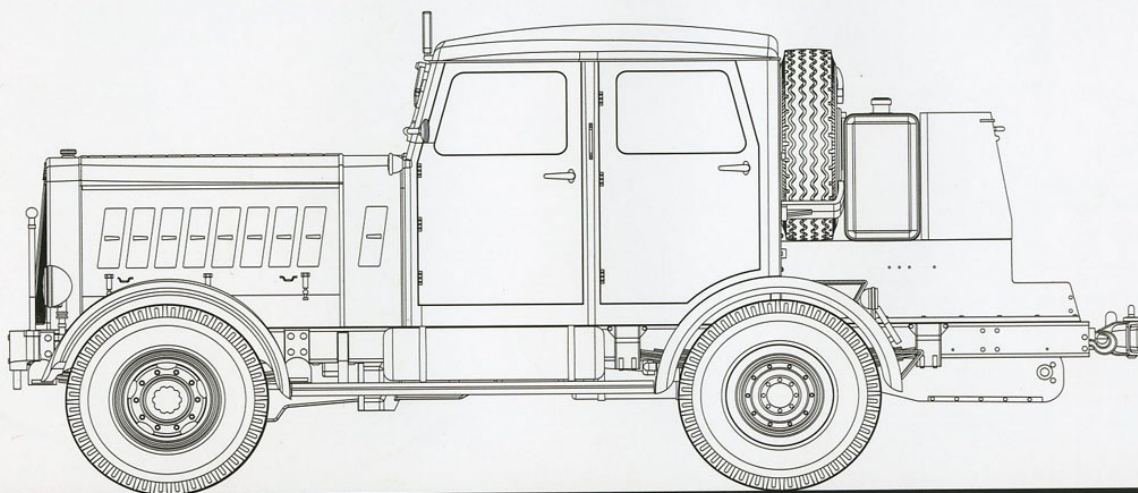
This kit is a jewel too. It can apparently be bought separately as # 6068. It consists of 8 sprues with 168 parts, seven wheels (one is the spare) and one decal sheet. Again, all the parts are well molded with no flash or sink marks. And again, there are no locating pins or tabs. As with the Miellerwagon, the detail is astonishing. It has its own 12-page instruction booklet with 26 assembly steps and three full color color and decal guides.

All color callouts in both booklets are for MIG paints.

This kit is not for beginners. It will require lots of patience (505 parts worth) and a steady hand with tweezers for all the "teenie weenie" parts. A "shake and bake" it is not. But... I think it will make up into an impressive model right out of the box. It may seem expensive at about \$80 but you are really getting three first class kits. Assembly seem to be straight forward but detailed (All those 505 parts). If you like the assembly process in kit building you will love this kit. With those caveats it is recommended for experienced (and patient) modelers.

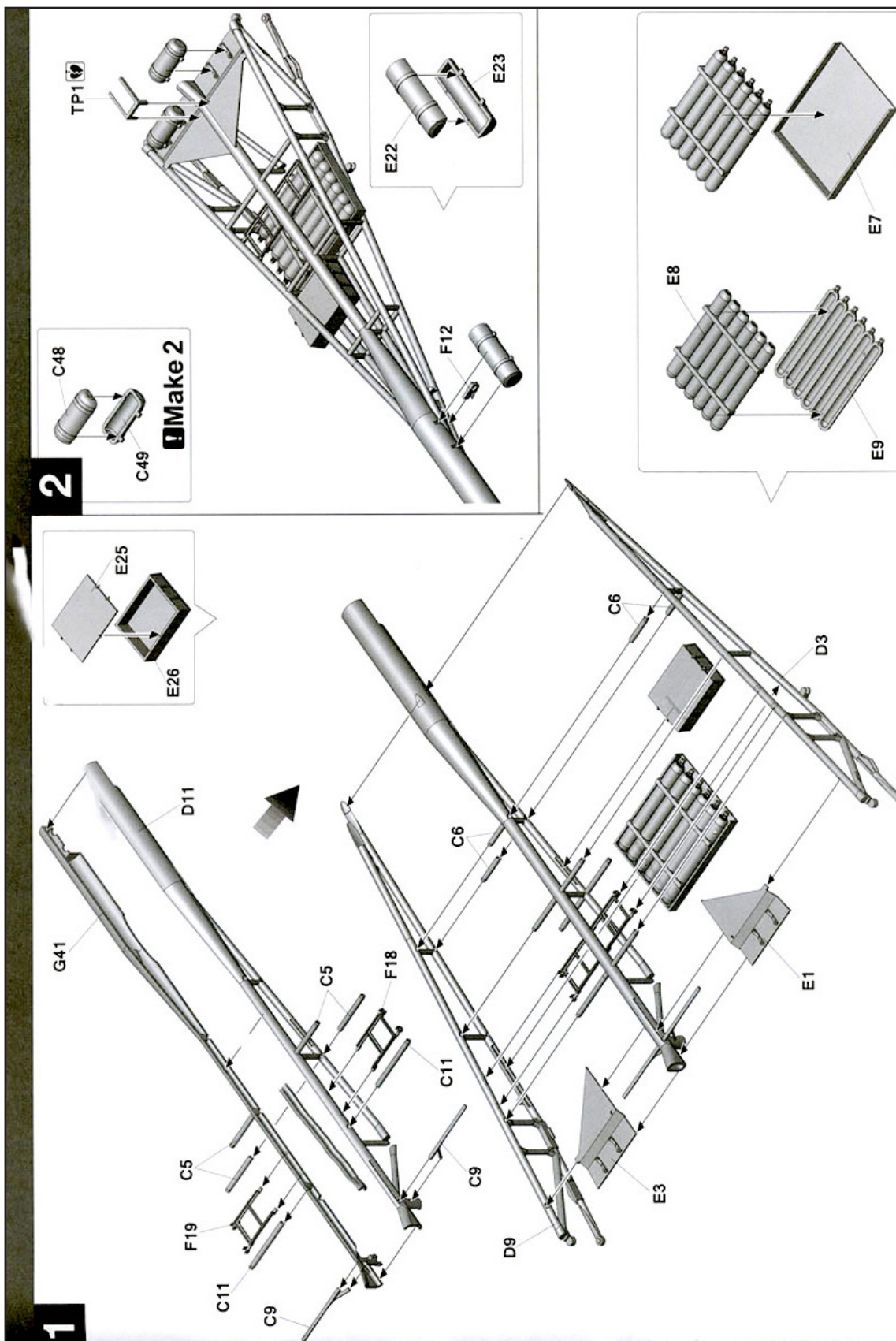


# HANOMAG SS 100



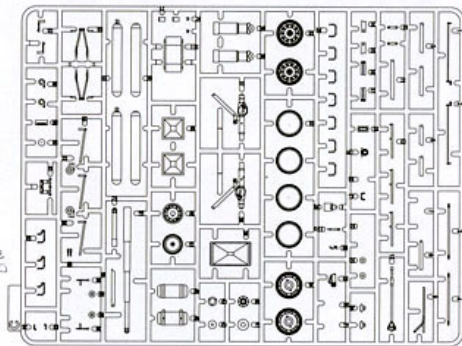
The Wehrmacht heavy tractor multi-purpose vehicle Hanomag SS-100 was produced from 1936 to 1945. Originally manufactured in 1936 as the SP-100 heavy agriculture tractor, it was quickly pressed into military service with both the Wehrmacht and the Luftwaffe, and became one of the most widely used heavy tractors in German military service. Powered by a 8550 cc 6-cylinder D85 diesel engine, it could accommodate up to five passengers and a driver and supported a variety of supplemental equipment attached to the rear frame. Among other things, V2 units used it to tow the Meillerwagen, which transported the V2 rocket to the launch site and erected the rocket onto the firing stand. After 1945 it was produced in France as the ST-100. Known in the civilian world as the 'Gigant', Hanomag road tractors of all sizes were popular as offroad transport well into the 1960's.

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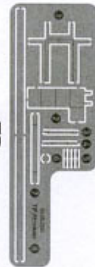




# PARTS



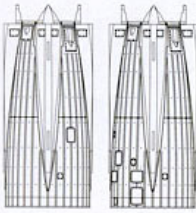
X2



TP



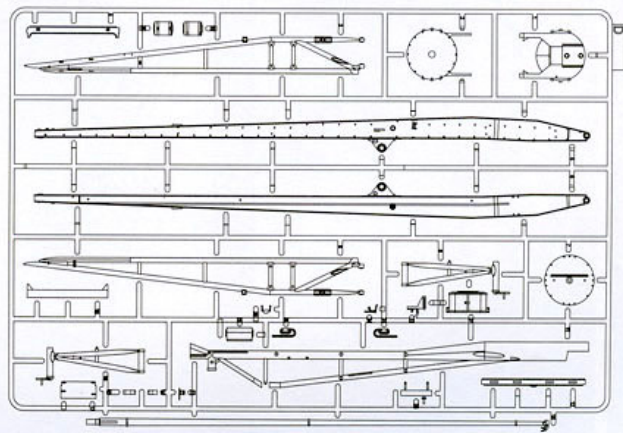
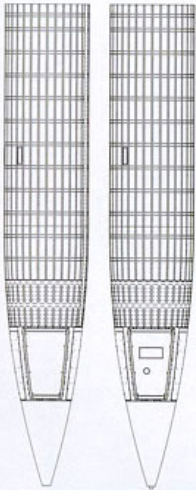
Decal



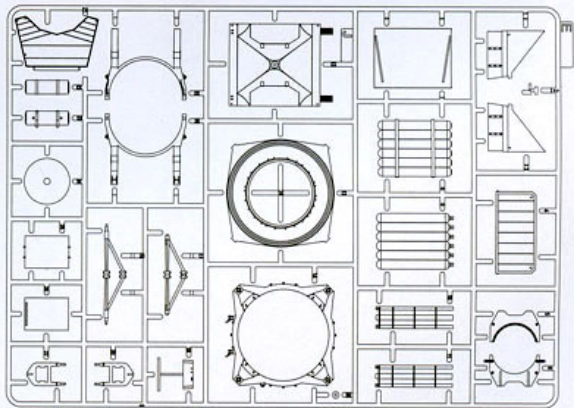
Chain X2



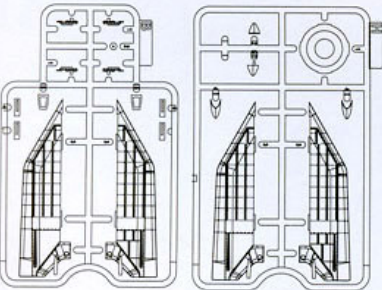
X8



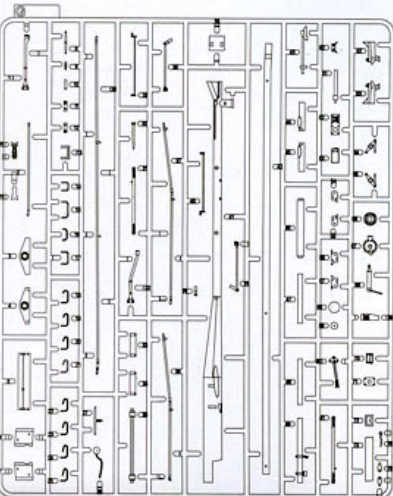
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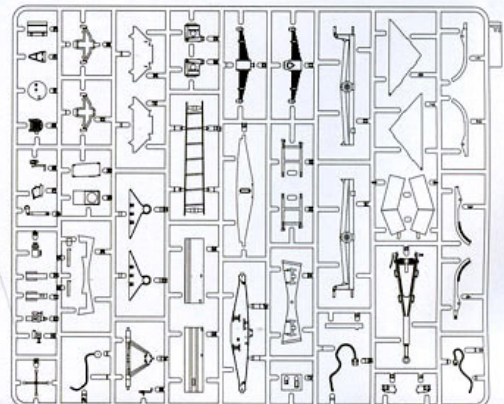
X2



Chain X2



X2



X2

## Show Calendar Listing for 2017

See Bob DeMaio for details

Date	Event & Location	Website	Day
Mar 25	RepLlcon 28 Freeport Recreation Center 130 East Merrick Rd Freeport, NY 11520"	www.lisms-ipms.org	Sat
March 26,	Valleycon Knights of Columbus 460 Granby Road Chicopee, Mass	www.wwwmodelclub.org	Sun
April 1	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ 07470	http://njipms.org	Sat
April 2	Downeastcon Thornton Academy Gymnasium 438 Main Street Saco, Maine 04072	downeastcon2017@maine.rr.com	Sun
April 20-22,	AMPS Nationals Crown Plaza Danbury, CT http://amps-armor.org/conventions/showInfo.aspx?Page=Annouce&ShowID=66		Thu-Sat
May 19-20	Noreastcon 46 Clarion Hotel Batavia 8250 Park Rd. Batavia, NY 14020	www.noreastcon.com	Fri-Sat
July 26-29	IPMS National Convention La Vista Conference Center Omaha, Nebraska	http://www.ipmsusa2017.com	Wed-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 RepLlcon. 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](http://www.trainville.com) and e-mail: [info@trainville.com](mailto:info@trainville.com)



# Gold Coast Hobby is about to Close



Another hobby shop will soon be gone. Chuck Gonder of Gold Coast Hobbies in Glen Head will be retiring at the ends of April, after 31 years in the business. Gold Coast Hobbies is a small but full range shop with offerings

in wooden and fiberglass boats/ships, RC cars, die casts, accessories and plastic models of all genres including aircraft, cars, armor, sci-fi, and many others. Chuck's personal interest is in radio control ships but he has it all. What ever he doesn't have he will always try to get it for you.

Gold Coast Hobby started in 1986 primarily serving the nascent RC car hobby; selling and repairing the cars when they got bent/broken from being run on the streets of Glen Head. The cars were both electric and gasoline powered and really took a beating. In 1990 he moved his shop a few blocks down to 8 Railroad Ave. in Railroad Plaza, the Glen head stop of the LIRR. He has been there ever since, expanding to become a full service shop; even to carrying doll house items. He has an excellent selection of car models. With stuff stacked to the ceiling and hanging from the ceiling, it is like a hobby shop version of an Italian Deli.

Chuck has asked me to let the club know that he will give club members discounts in the run up to his retirement. If there is anything you need or want give him a call at (516) 759-4094. To get there go south on Glen Cove Rd. (exit 39 of the LIE) and turn left onto Glen Head Rd. Go about a mile west on Glen Head Rd. to the Glen Head LIRR station at Railroad Ave. If you go over the tracks you went too far. Gold Coast Hobby is on the left facing the parking lot of the station. He and his shop will be missed.





## 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:

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Zip:

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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