



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

www.lisms-ipms.org

RED, WHITE & SPRUE

Volume 24 Number 5

★ LISMS NEWSLETTER ★

May 2017



Kit Review

1/48 Supermarine S-6b

Kit Review

1/48 Sharp DR-90 Nemesis Racer

Seen On The Table

Photo Essay

Supermarine S-6b

Seminar Article

Weathering with pastels



Next meeting date:
Monday, May 15th
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

1st Vice President: Fred Seitz
631 581-1990
seitzfjs3@gmail.com

2nd Vice President: Tim Kelly
516-621-0184
timothykly@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



Model: 1/48 A5M4 by Fred Seitz
Photo: Steve Muth



A lot has happened since the AMPS Nationals last month. We choose our date to host our Noreastcon 47 on May 4th & 5th, 2018 at the Museum of American Armor again. At the AMPS Nats they announced they will be hosting their Nats on the same dates as us at a Dayton, Ohio hotel. I do not see Dayton far enough away to think it can hurt some attendees for us who live in New Jersey, Pennsylvania, Maryland, or Virginia. So I e-mailed a friendly note to their president, John Charvat, to ask if they would check the hotel for a date change. It wouldn't be a contract break for they just need a possible alternate date. Meanwhile I had to ask the Armor Museum for a possible alternate date that were limited to three dates: a week after Mosquitocon where I had modelers complain that we should stay 2 or 3 weeks from other shows, April 27 & 28 when Northern Virginia has their show and Gene Bagnoli went to their show over ours, and lastly a week before Memorial Day which the Museum frowns upon being that they share the grounds with the Bethpage Village Restoration and it is too close to the big weekend summer start. I also had to e-mail Northern Virginia to let them know we probably won't be able to avoid clashing our shows again next year with reasons. They were very sympathetic to our dilemma and wanted to attend our Noreastcon last year. In one week I tried to cover all bases and waited on responses. AMPS president never responded to my e-mail, and I have to say, I never spoke badly about the AMPS, Auto, Figure, or ship clubs for WE ARE ALL MODELERS! I belong to both organizations, abide and respect both and judge at both. It's all about respect for fellow modelers. The AMPS president not responding to me at all just puts a bad taste in my mouth. He could have e-mailed a response. I don't hold this distaste to all AMPS admins for I know them, but my level of respect to the current president has decreased a lot. I will still attend the AMPS shows and continue enjoying their events.

As it turned out we had to go with April 27 & 28th for our Noreastcon. The museum gave us a green light and switched our date. Also I heard from Northern Virginia and they had to switch their date as well a week before us because the school they use has a function planned. Northern Virginia chapter guys were happy and we as well for they are planning a trip to our show.

Our next meeting is Monday, May 15th. Since I have been extremely busy with the above activity, I was unable to focus on something for our meeting night. I am typing this one day before Steve wanted it, so I will work on an activity and post it on the website left column.

The Armor Museum has not been able to give us a Fall date for this year suitable to setup tables to have pro modelers show building techniques. I'm still working on that too.
Keep our hobby alive and well!

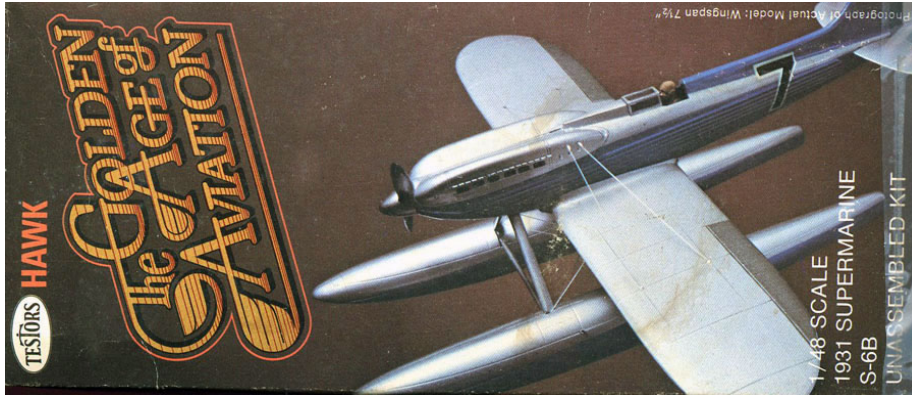
Bob



1/48 Supermarine S-6b Racer

Testor/Hawk's, # 910

by Steve Muth



If you want a 1/48 Supermarine S-6b then the old Testors/Hawk kits are the only game in town!

From the instruction sheet:

R.J. Mitchell was directed by the British Air Ministry, on March 18th, 1925 to design a very high speed sea plane to capture the International Schneider Cup Trophy for sea planes. By August, the design had flown, and this date stands as a milestone in aircraft development. The sea plane was to be the most successful ever constructed. The first race, in 1925, ended in a crash for the plane. In 1926 it was not entered in the race. Finally, in 1927, the Supermarine swept the races. No races were held in 1928. 1929 saw a record speed of 328.63 mph for the winning Supermarine. No race was held in 1930. The final trophy race was held in 1931 and again the Supermarine triumphed at a speed of 340.08 mph. This last win secured for all time the British hold on the Schneider Trophy.

Not content with this startling record, R. J. Mitchell flew the Supermarine S-6b, number S 1595, to a record 407.5 mph. This was the first plane ever to break the 400-mph barrier.

The span of the S-6b was 30 feet with a fuselage length of 28 feet 10 inches. The engine used in the final record runs was a Rolls Royce "R" water cooled engine that put out 2600 hp. The engine was kept cool by radiators consisting of tubing attached to the sides of the fuselage, and flush skin radiators in the floats.

The Kit

The original model dates back to at least 1976. That is the copyright date on the instruction sheet.

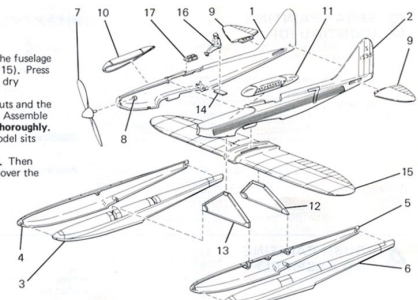
It consists of 18 parts, including an injection molded clear canopy and 1 decal sheet. The outlines appear to be accurate but there is no cockpit or other detail. The S/N, S-1595, is recess molded on the rudder. The molds look good but there is some

flash and a few sink marks by the sockets of the locating pins. As you would expect of this vintage kit, the surface detail is raised and rather heavy. Ejection pin stubs are in unobtrusive places. The propeller is rather clunky but then the prop was a fixed pitch affair made of wood. The real thing was rather clunky looking too. The main pontoon supporting struts are designed in such a way as to assure proper alignment with little effort.

This is an easy kit to build and have a reasonable looking S-6b Racing sea plane. All in all, it's a nice kit that builds into a reasonable looking S-6b Racer. It will, however take a bit of work to make it into a contest quality model. Hopefully, the photo essay herein will help those that want to go that route. Recommended to all with that caveat. 🛩️

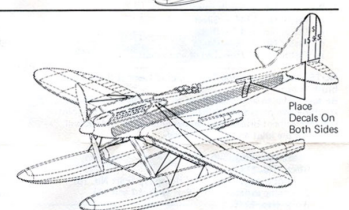
5 ASSEMBLY (CONTINUED)

7. Apply cement to the tab on the bottom of the fuselage and to the slot in the top of the wing (Part No. 15). Press the wing and the fuselage together and allow to dry thoroughly.
8. Apply cement to the top of the pontoon struts and the slots in the underside of the wing and fuselage. Assemble the pontoons to the fuselage and allow to dry thoroughly. Be sure that the wing tips are level when the model sits on the pontoons.
9. Cement the pilot (Part No. 16) into the seat. Then cement the clear canopy (Part No. 17) in place over the cockpit.



6 DECALS

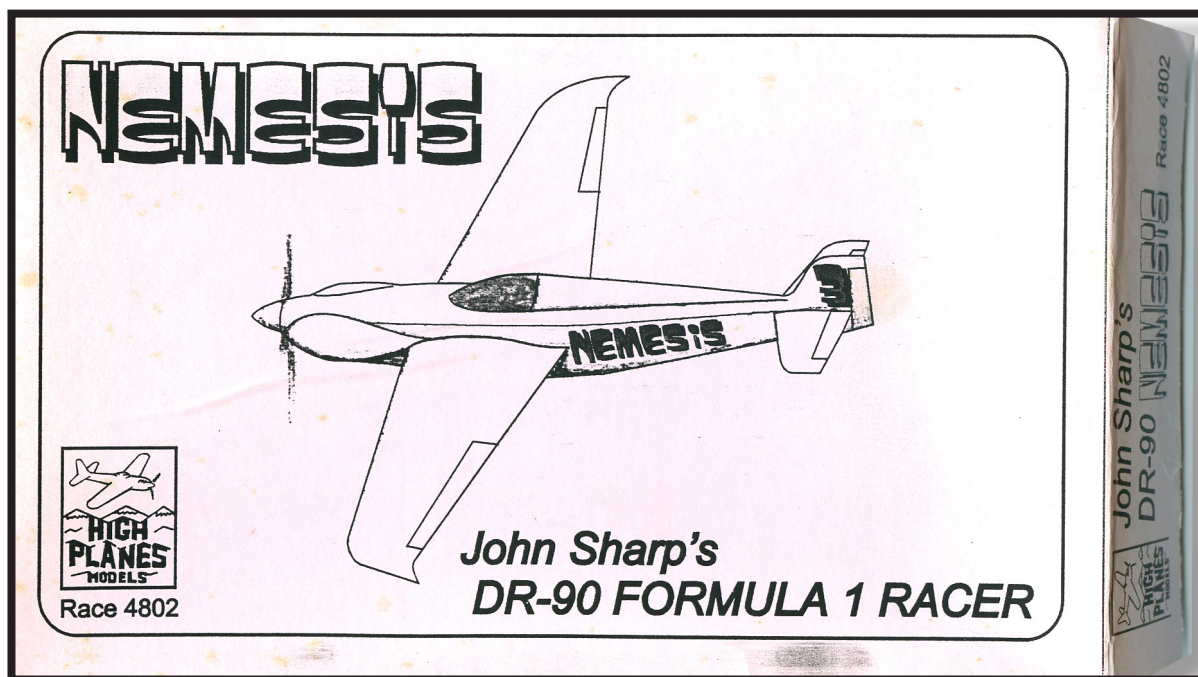
Refer to the color picture on the package for these steps. To apply decals correctly, use the colored package back as a guide.
1. Cut out each decal separately.
2. Place each decal in lukewarm water for ten seconds.
3. Remove from water and allow to sit for an additional thirty seconds to allow glue to soften.
4. Finally, slide decals into proper positions and blot off all excess water with a tissue. Entire plane should then be overcoated with Testor No. 1261 Glosscoat.



1-48 Sharp DR-90 Nemesis Racer

by High Planes Models, #4802

by Steve Muth



John Sharp started racing in Formula One in 1978 and won the Reno races in 1982 and 1986 in his Cassutt #43 "AeroMagic". After selling that plane in 1989 he started building #3 "Nemesis", together with engineers Dan Bond, Steve Erikson and Cory Bird. After two years' work, the plane made its debut at Reno in 1991. After some mechanical problems in the initial heats John won the planes debut race. This was the beginning of a winning streak of 44 races, including 9 Reno Championships. Nemesis holds all Formula One race and qualification records – the highest speed over a qualification lap is 263 mph. It also holds the FIA 3 km record for Class C-1 at 290 mph. After winning the 1999 Reno races the plane was retired.

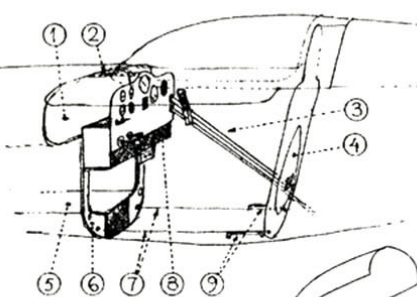
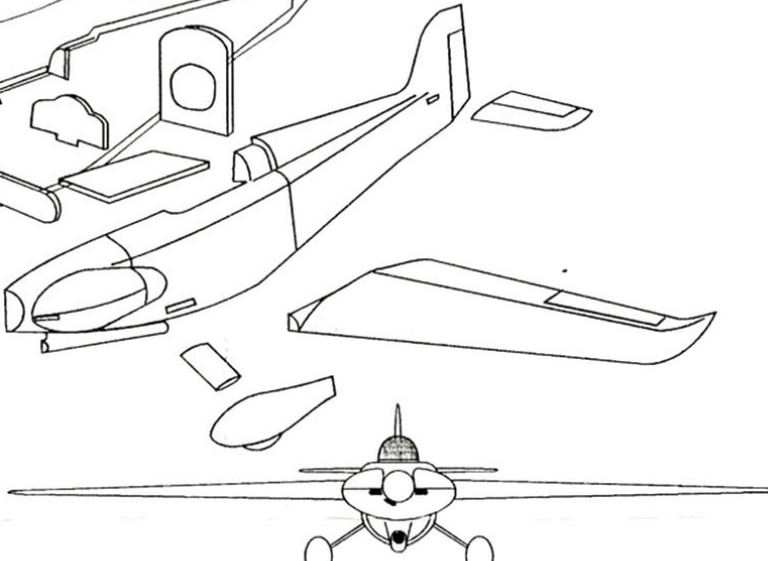
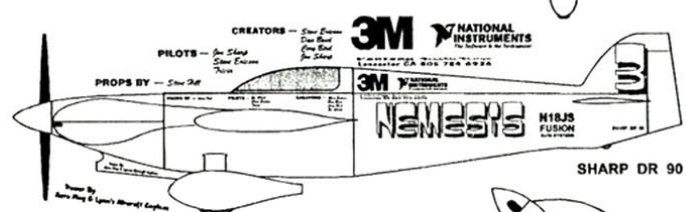
The Kit

With a wing span of only 5 ¼ inches, this is a small model! It is basically a kit with only 19 blue plastic parts and one very clear vacuum formed canopy. As a Formula One

Racer, it has minimal cockpit and landing gear details. Also, weathering would be out of place on it. But don't let that fool you. Without locating pins or tabs, virtually every part will have to be jigged and pinned, particularly the landing gear. The plastic parts appear to be well molded and have minimal but petite scribing. The real aircraft had few panel lines as it was basically a foam core with graphite skins. The two horizontal stabilizers are single piece affairs while the wings have a top and bottom piece. The plastic parts are molded using low pressure molding technology with the attendant large sprue gates and a lot of flash. All the parts will need a fair amount of cleanup. The propeller will need work. There is a comprehensive decal sheet by Fantasy Printshop. It has an instrument panel, seat belts, and all the logos and such that racers carried. There is no resin or P.E. There is a two-sided instruction sheet which also gives good color information for both the exterior and cockpit interior. It all come in rather small cardboard box measuring 5 ½ X

8 ¾ inches with a pink paper wrap with black artwork.
This is not a glossy piece but is adequate. It is cottage

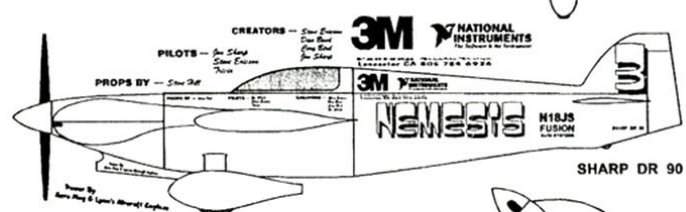
industry writ large but it is all there. You will just have to
work at it. Recommended with that caveat. 🍷

Thanks are extended to Anders Bruun, Swedish Air Race fan, for all the work on this (very fine) kit of Nemesis. Hopefully it will be the first of many kits of Formula 1 racers.

Having bought this model you should also consider the IPMS Special Interest Group devoted to racers. Well recommended, the BENT THROTTLES magazine contains good reviews and race info. 10 Pounds or equivalent for 15 months. Contact Anders Bruun
 Bradstupvagen 21,
 SE-129 39 Hagersten, Sweden.
 Email - anders.bruun@telia.com

HIGH PLANES MODELS,
 127 WHEELER STREET,
 CORRYONG, VIC 3707, AUSTRALIA.
 Fax +61 260 76 1843
 Email - hiplanes@corryongcec.net.au
 Web Page - www.corryongcec.net.au/~hiplanes



SHARP DR 90

If you play Lotto and want to increase your chances of winning, anywhere over the World, check out - www.tsc2000.com/?GM0073TRACEY.



SEEN ON THE TABLE April 2017

There were 13 models on the tables at the meeting. Well, actually one was on the front table being used by Fred Seitz to demonstrate his technique of using pastels to obtain weathering effects. But, more on that in another section. There were planes by Fred Seitz and Ray O'Neill and armor by Rob Riviezzo and Marshall Voizard.
Steve Muth



*1/48 Airfix Hurricane Mk. 1
by Fred Seitz.*



*1/48 Airfix Hs 129B-2 in winter garb
by Fred Seitz.*



*1/48 Tamiya F4F-4 as flown
from the USS Yorktown built by Fred Seitz.*



*1/48 Fine Molds A5M4
by Fred Seitz.*

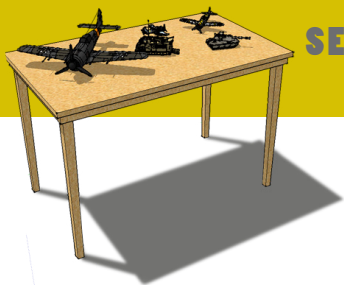


*1/35 M21 Mortar Half Track
by Marshall Voizard.*



*An old 1/72 Hawk F4U-1 Corsair
by Ray O'Neill.*

Continued on p 8



*Hasagawa 1/72 F4U-2
by Ray O'Neill.*



*Special Hobby F2G-1 Super
Corsair by Ray O'Neill.*



*Hasagawa 1/72 F4U-1D
by Ray O'Neill.*





*Rob Riviezzo's 1/35 Panzer
KPFW. Ausf. H.*



*A 1/35 Stug III Ausf. G also
by Rob Riviezzo.*



*Lastly, Rob Riviezzo's 1/35 Tank
Hunter Jadgpanzer 38(T) Hetzer*



The S-6b, S-1595, was the final winner of the Schneider Cup on September 13th, 1931 after the French and Italians withdrew. It also set the world speed record at 401.5 mph on 29 September 1931. S-6b, S-1595, was photographed at the London Science Museum in April 1987 and October 1993. The photos are showing their age.

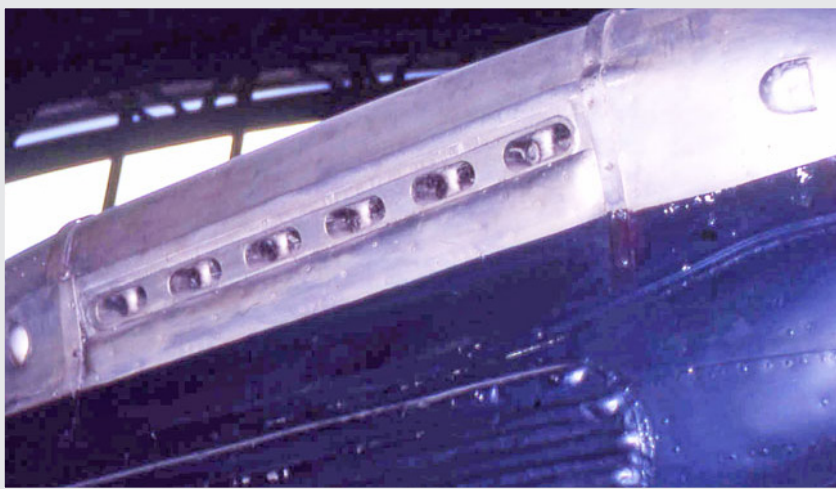
Steve Muth



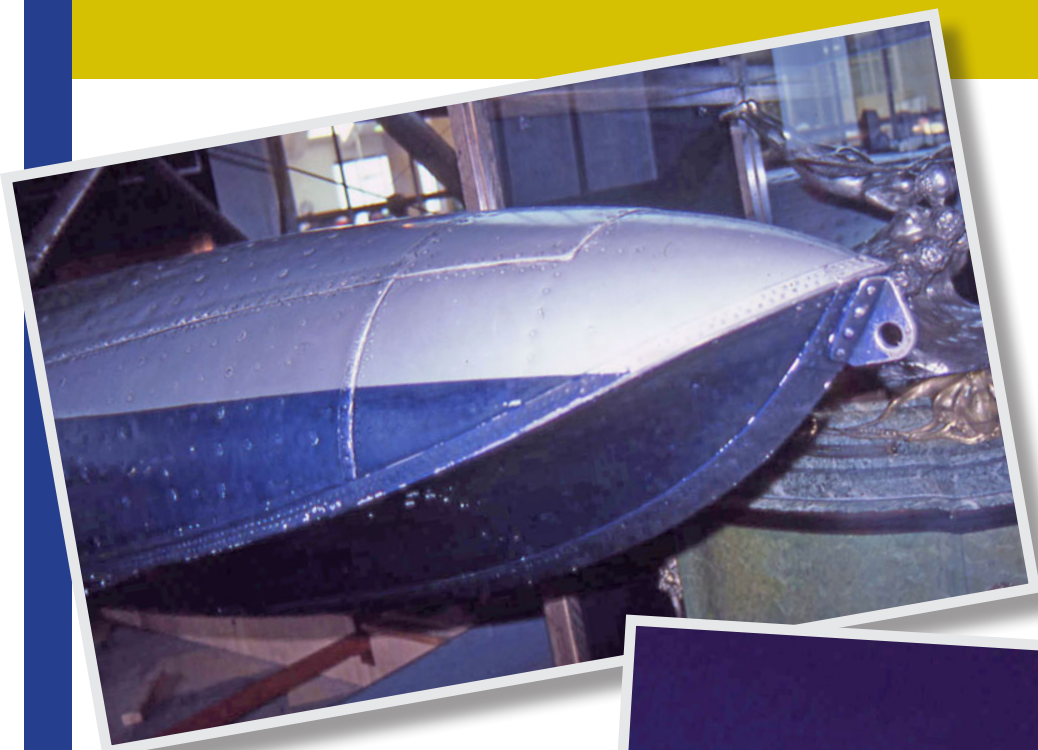
1. S-6b LSM S165 portrait right front



Left mid fuselage



Right exhausts



*Left pontoon nose tip mooring
ring inboard.*



*Left pontoon rear mooring
ring inboard.jpg*

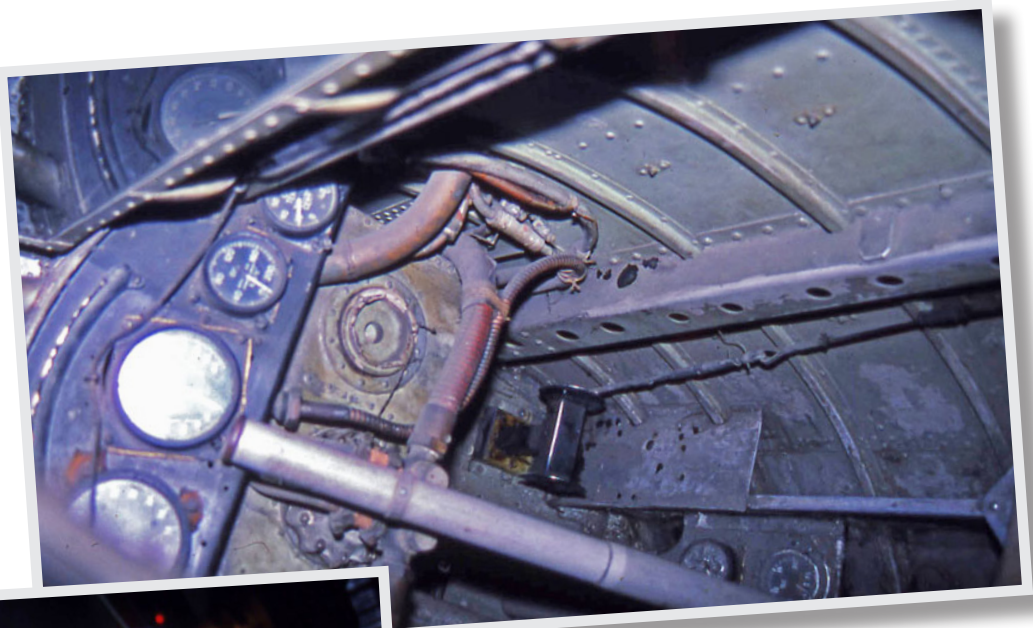


*Right pontoon hull step
outboard rear.*

Continued on p 12



Cockpit right forward



Cockpit left forward



Cockpit left aft.





Nose right



Cockpit right forward down floor



Cockpit right aft

Seminar on weathering with pastels

This is the second piece, in the newsletter, showing our member's modeling seminars. As before, It is not a blow by blow description but rather a few photos to show you what we did at the meeting. It is

difficult to take photos and notes at the same time so I am appealing again for someone to take some notes when these presentations are given.

Steve Muth



Fred with his Great Wall Hobby TBD-1 Devastator upon which he demonstrated the use of pastels to achieve a weathered effect. He also discussed the use of oil paints to emphasize panel lines. He suggested using mineral spirits rather than turpentine as a thinner because it is not as aggressive and it stays wet for about an hour or two.



And for exhaust stains you can mix black and brown chalk dust. Or some variation of that. An advantage of using chalk dust is that if you don't like it you can simply wipe it off and do it over. Also, you have to be careful of the weathering powders currently on the market. Some of them change color when clearcoated.



There was a discussion about various putties and their propensity to shrink. It seemed automotive "Aqua Blue", Mr. Surfacer and 2 part Bondo were better than most others.



Fred pointed out that it (chalk powder weathering) only works on dull or matt finishes that have some "bite" to hold the powder.



Of course, the flip side is that if you touch it it will come off on your fingers. To counter that you can overcoat it with dull coat or some such. Beware though, the overcoat will reduce the impact of the weathering so you will likely have to overdo it to get the effect you want. It can be tricky.

Show Calendar Listing for 2017

See Bob DeMaio for details

Date	Event & Location	Website	Day
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 17	Patcon 2017 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org	Sun
Sept. 22-23	Armorcon Crown Plaza Danbury, CT 06810	http://calendar.ipmsusa3.org/event/armorcon-1	Fri-Sat
Oct. 21	HVHMG 28 Elks Lodge 29 Overocker Road Poughkeepsie, NY 12603	www.hvhmg.com	Sat
Nov. 12	Baycon 2017 Elks Hall 326 Farnum Pike Smithfield, RI 02917	www.ipmsbaycolony.com	Sun
Nov. 11	IARS Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov. 18	Long Island Figure Show Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.longislandmodelsoldiers.com	Sat

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.

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



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