



Long Island Scale Modelers Society

August 2023 Newsletter

E-Board

Jim Boulukos – LISMS President

Doug Tantillo – Treasurer and Secretary

Owen Frances – 1st V-P

Tom Urban – 2nd V-P

Jim Boulukos – Webmaster/ Newsletter Editor

From the Driver's Seat - Jim Boulukos



Hello LISMS Club members.

Well, it's late August as of this writing and we're approaching the Labor Day weekend. I hope everyone has had a wonderful summer and is getting a little modeling in. We still have some good weather for late summer and going into the fall. The IPMS Nationals were just completed earlier this month. Next year Nat's are scheduled in Madison, WI. and in 2025 they're going to be held in Hampton, VA.

Our next club meeting is scheduled for Monday August 28th at the Levittown Library in meeting room one and two. Our future meetings for 2023 will be back in our normal location in meeting room A.

For this month we're going to try to have an auction and swap meet at the meeting. The E-board is requesting that club members limit their model kits, books, paints, and modeling accessories to 20 total items. We also would like you to tag each item with your name in the lowest reserve price that you will take for each item that you're selling and attach it to each piece of merchandise that you plan on bringing to the August meeting. I have no idea what the turnout is going to be and will kind of play it by ear so bring plenty of cash with you. Remember one man's unwanted stuff could be another man's treasure. I hope we have a good time doing this and I have no problem with swapping or selling items before the meeting begins.

Our September 18th club meeting will be a special Atlantis Toys and Hobbies contest for any items that they sell. I hope to see the tables covered with their wonderful model kits. There's going to be gift certificates to purchase models at Atlantis awarded for first, second and third, so stay tuned for more details to come.

The club will have our model display at the Levittown Library for the month of October. We will have five locked cases again to show off our models. Set up and breakdown dates have yet to be determined and we will keep you posted.

Mark your calendars for December 11th we are having our annual holiday party at the American Legion Hall in East Meadow, NY. Details will be forthcoming.

The LISMS crew in Port Washington on Monday, August 21, 2023 at Bar Beach. The club had models on display at the "Salute to Veterans" Day hosted by the Town of North Hempstead.

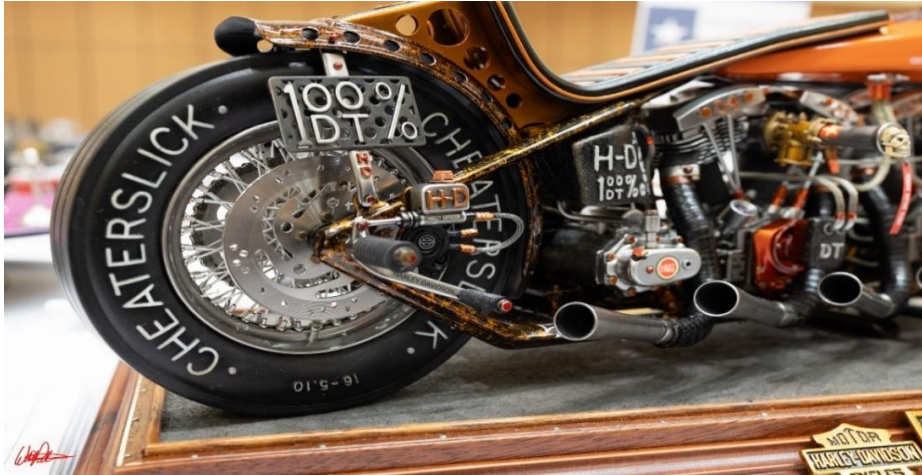


A special thanks to Owen Frances, Joe Salierno, Joe Haberkorn, and Matt Kozerski for bringing models for display and talking with and promoting our hobby to all the folks who stopped by the LISMS Club table.



Here's the Facebook Page link showcasing some amazing work by Alex DeLeon at the 2023 IPMS Nat's <https://www.facebook.com/scratchbuilder> He won this year's IPMS Nationals Best Automotive Build. It's a 100% scratch built 1/9 scale Harley- Davidson Motorcycle that's on a different level than 99.9% of most model builders. He also took First Place in the Scratch-Built Aircraft Category with a Fokker D VIII (no pic)





Photos by Will Pattison

The Ohka & pilot are completely scratch built, that's just more astonishing work by Alex DeLeon.



Photo by Will Pattison

Members Wants Area

Tim Kelly is looking for two reasonably priced kits both being in 1/144 scale. If you have either kit that you would sell, see Tim at the next meeting or e mail him at timothykly@aol.com

1st Airfix - Boeing B-314 Clipper

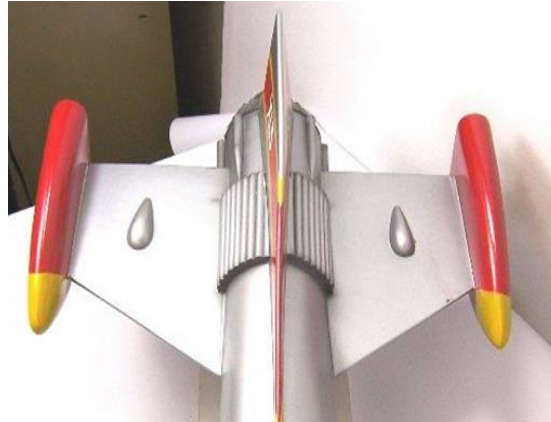
2nd Glencoe - Martin M-130 "China Clipper"

Sci-Fi Model collector looking for someone to build and paint a limited production Vac-Form/resin kit.

Earlier this month, I was approached by a gentleman in the North Fork of Long Island to build a Fireball XL-5 TV Rocket model that he's been searching for more than two decades and finally was able to secure one. It's a limited production vacuum form and resin kit. He would like to have it built by someone that can do this kit justice. He sent me several photographs which I will share. The last three pictures are parts of an unbuilt kit.



If there's any interest in doing a commission build, please contact me and I'll put you in touch with him. Just so you know this is a vacuum form kit that's going to require a lot of clean up, sanding, putty and internal reinforcement with plastic reinforcement gluing tabs and brass rod to build this kit to keep it together.





Who recalls this story from 40 years ago?

From the Sierra Hotel Aeronautics Facebook Page



As a second contender for the world's largest or heaviest Glider, we have another entry from our Canadian friends...

On July 23, 1983, Air Canada flight 143 became the world's heaviest commercial passenger service glider to ever take to the skies...

Flt 143 was cruising at 41000 ft., over Red Lake, Ontario. The aircraft's cockpit warning system sounded, indicating a fuel pressure problem on the aircraft's left side. Assuming a fuel pump had failed, the pilots turned it off, since gravity should feed fuel to the aircraft's two engines. The aircraft's fuel gauges were inoperative because of an electronic fault which was indicated on the instrument panel and airplane logs (the pilots believed flight to be legal with this malfunction).

The flight management computer indicated that there was still sufficient fuel for the flight; but the initial fuel load had been entered as pounds instead of kilograms. A few moments later, a second fuel pressure alarm sounded for the right engine, prompting the pilots to divert to Winnipeg. Within seconds, the left engine failed, and they began preparing for a single-engine landing.

As they communicated their intentions to controllers in Winnipeg and tried to restart the left engine, the cockpit warning system sounded again with the "all engines out" sound, a long "bong" that no one in the cockpit could recall having heard before and that was not covered in flight simulator training. Flying with all engines out was never expected to occur and had therefore never been covered in training.

Seconds later, the right-side engine also stopped, the 767 lost all power, and most of the instrument panels in the cockpit went blank.

In line with their planned diversion to Winnipeg, the pilots were already descending to 35,000 feet when the second engine shut down. They immediately searched their emergency checklist for the section on flying the aircraft with both engines out, only to find that no such section existed.

Captain Pearson made his best guess as to this speed for the 767, he flew the aircraft at 220 knots (410 km/h; 250 mph).

First Officer Maurice Quintal began to calculate whether they could reach Winnipeg. He used the altitude from one of the mechanical backup instruments, while the distance traveled was supplied by the air traffic controllers in Winnipeg, measuring the distance the aircraft's echo moved on their radar screens.

The aircraft lost 5,000 feet (1,500 m) in 10 nautical miles (19 km; 12 mi), giving a glide ratio of approximately 12:1.

At this point, Quintal proposed landing at the former RCAF Station Gimli, a closed air force base where he had once served as a Royal Canadian Air Force pilot.

Unknown to him, part of the facility had been converted to a racetrack complex, now known as Gimli Motorsports Park. It includes a road racecourse, a go-kart track, and a dragstrip.

A Canadian Automobile Sport Clubs-sanctioned sports car race hosted by the Winnipeg Sports Car Club was under way the Saturday of the accident and the area around the decommissioned

runway was full of cars and campers. Part of the decommissioned runway was being used to stage the race.

Without power, the pilots had to try lowering the aircraft's main landing gear via a gravity drop. The main gear locked into position. But the nose wheel failed to lock into position, which later turned out to be a blessing in disguise. As the aircraft slowed on approach to landing, the ram air turbine generated less power, rendering the aircraft increasingly difficult to control.

As the runway drew near, it became apparent that the aircraft was too high and fast, raising the danger of running off the runway before the aircraft could be stopped. The lack of hydraulic pressure prevented flap/slat extension which would have, under normal landing conditions, reduced the stall speed of the aircraft and increased the lift coefficient of the wings allowing the aircraft to be slowed for a safe landing. The pilots briefly considered executing a 360-degree turn to reduce speed and altitude but decided that they did not have enough altitude for the maneuver. Pearson decided to execute a forward slip to increase drag and lose altitude. This maneuver is commonly used with gliders and light aircraft to descend more quickly without increasing the already-too-fast forward speed.

As soon as the wheels touched the runway, Pearson "stood on the brakes", blowing out two of the aircraft's tires. The unlocked nose wheel collapsed and was forced back into its well, causing the aircraft's nose to slam into, bounce, and then scrape along the ground. The collapsed nose wheel helped to slow the airplane and prevent collateral damage to the people on the ground. The nose also grazed into the guardrail now dividing the strip, which further slowed it down.

None of the 61 passengers were seriously hurt. A minor fire in the nose area was extinguished by racers and course workers armed with fire extinguishers. As the aircraft's nose had collapsed onto the ground, its tail was elevated and there were some minor injuries when passengers exited the aircraft via the rear slides which were not long enough to accommodate the increased height.

Following Air Canada's internal investigation, Captain Pearson was demoted for six months, and First Officer Quintal was suspended for two weeks. Three maintenance workers were also suspended. In 1985 the pilots were awarded the first ever Fédération Aéronautique Internationale Diploma for Outstanding Airmanship. Several attempts by other crews who were given the same circumstances in a simulator at Vancouver resulted in crashes.

The cause of the accident was a simple mathematical error between the ground crew and pilots, they arrived at an incorrect conversion factor of 1.77, the weight of a litre of fuel in pounds. This was the conversion factor provided on the refueller's paperwork and which had always been used for the airline's imperial-calibrated fleet. Their calculation produced:

$$7682 \text{ L} \times 1.77 \text{ kg/L} = 13597 \text{ kg}$$

$$22300 \text{ kg} - 13597 \text{ kg} = 8703 \text{ kg}$$

$$8703 \text{ kg} \div (1.77 \text{ kg/L}) = 4916 \text{ L}$$

of fuel to be transferred. Instead of 22,300 kg of fuel, they had 22,300 pounds on board — 10,100 kg, about half the amount required to reach their destination. Knowing the problems with

the FQIS, Captain Pearson double-checked their calculations but was given the same incorrect conversion factor and inevitably came up with the same erroneous figures.

On January 24, 2008, the Gimli Glider took its final voyage, AC7067, from Montreal Trudeau to Tucson International Airport before its retirement in the Mojave Desert.

www.Sierrahotel.net Source: Wiki

New Release -

This model was at the IPMS Nat's that's 3D printed.

1/72 Scale TITAN

WORLD FAMOUS RESEARCH & TOURIST SUBMARINE

NAVY SERIES SPECIAL HOBBY – N72045

MSRP – Unknown



Model Kit Review

Revell - 1971 Boss 351 Mustang

Scale - 1/25

MSRP - \$29.95

Number of parts – 129



Revell's colored 20-page assembly manual clearly guides you through building the kit, which starts with the engine, followed by the interior, chassis and engine compartment, wheels, tires, and the body with 53 build steps. This manual is a major departure from the normal Revell USA black and white print instructions that we are used to, it's more like the Revell of Germany multi-colored build manuals which is long overdue. The only issue that I have is they omitted the decal location for decals #59 and 62 on the lower rear quarter panel on the last two steps. This isn't a big deal, and most folks can easily figure it out.

This kit is still in the WIP phase for me with all the parts cut off from the spruces. The engine is almost completed. The kit engine details are the best that I've ever seen from Revell. I've added spark plug wires, along with a dipstick and fuel line. But I found that most of the kit parts fit precisely with securely aligning pins and slots. However, I found that the holes on the underbody (Part 8) needed to be widened to accept the locators on Part 38 after primer was applied in Step

No. 19 found on page 11. This was a quick fix with a round file. 90% of the parts are painted and going into final assembly phase. The decals are on the body and once dried, I'll clear coat the body with Mr. Hobby XL 100 clear airbrushed on, then sand and polish out. I'm not using 2K since the original cars were lacquer-based paint and didn't have the shine of the modern cars of today.

Below in blue italic is Tim Boyd's Fine Scale Modelers On-line review of this kit.

The just-introduced Revell 1/25 scale 1971 Mustang Boss 351 plastic model kit establishes new standards for scale muscle-car replicas and does so at a highly competitive price point. Revell has pulled out all the stops to create a new benchmark for scale models of American-market automobiles. But why?

Simple: The 1971-only Mustang Boss 351, with its all-new radical fastback body and solid-lifter, canted-valve Cleveland V8, is now viewed by some as being the best all-around performance Mustang of the entire first generation (1964 ½ to 1973). Six performance magazines back in the day achieved quarter mile ETs under 14 seconds in their 1971 Boss 351 test drives — a performance matched by only a very few (and almost exclusively big-block engine) competitors at the time. Until now, scale auto enthusiasts wanting to replicate this seminal vehicle in scale were faced with finding expensive annual kits and plenty of kitbashing and scratchbuilding work.

Let's be clear: Revell has produced a fully accurate 351 Cleveland V8 — only the second one ever kitted in 1/25 scale. It builds beautifully and provides you with plenty of opportunities for detail work.

The interior replicates the optional "Décor Group" upgrade (shared with the 1971 Mach 1 Mustang) with wood-grain interior decals, gauges, Hurst markings for the shifter. Make sure your modeling supplies include Microscale Micro Set and Micro Sol decal solutions and a fresh, fine-tipped Molotow Liquid Chrome marker — you'll use them extensively during the interior build.

Revell's recreation of Ford's optional 15-inch x 7-inch Magnum 500 wheels is the best you'll find in a scale model kit. The tires appear correctly sized, but you'll have to add the sidewall Firestone Wide Oval raised white letters from the decal sheet.

Here's a link to Tim Boyd's Boss 351 build tips: <https://finescale.com/how-to/2023/07/building-and-detailing-revells-1971-mustang-boss-351>

My kit is built mostly OOB, but I'm lowering suspension stance by 2 mm on all four corners. For body color, I'm going with the grabber blue with silver decals for the body. The kit interior provides the deluxe trim package including the woodgrain trim on the doors and on the dash which are replicated with decals. Both door panels are separate pieces which makes painting an assembly a lot easier. I've decided to paint the seats, headliner, and door panels all white, then a NATO black color for the dash and carpet. You'll need to follow the instructions closely to achieve the best results. Google is also your best friend for reference pictures of the 1971 BOSS 351.

Combined with its modest price of \$29.95, this brand-new tooling kit provides modelers with great value for the money. Jim Boulukos

2023 Model Show Schedule

September 10, 2023, NNL Buffalo Model Car Show - Non-IPMS Show – click link: NNL Show

October 28, 2023, IPMS Hudson Valley Historical Miniatures Guild, Elks Club Hall, 29 Overrocker Rd. Poughkeepsie, NY. www.hvhmg.org

November 11, 2023, LIARS Car Model Show, Freeport Rec. Center, 130 E. Merrick Road, Freeport, NY, 11520. www.liarsmodelsclubuildes.com

November 17/18, 2023. Long Island Miniature Collector Society Model Show, Freeport Rec Center 130 E Merrick Rd Freeport NY 11520.

The Final Word

We would like to encourage club members to join the national IPMS. Help support the hobby on a national level. IPMS provides the insurance that allows us to have our RepLIcon events, and membership includes a Bi -monthly IPMS Journal magazine. Join IPMS/USA just click the link: <https://ipmsusa.org/> and just click the blue tab section “Join IPMS/USA.”

Our friend Rob Riviezzo and his crew just completed their fifth “The Modeling Insanity Podcast”. The Insanity Crew recap the IPMS Nationals Show that took place in San Marcos Texas with special guest host Stuart Malone. The discussion starts off calmly and rationally until it gets heated when the judging etiquette from the show is brought up. Make sure to listen till the end for some funny outtakes.

Here's the link: <https://www.buzzsprout.com/2199416/13462144-episode-5-ipms-nationals-recap-the-good-the-bad-and-the-touchy>

BTW - I need articles, kit reviews, pictures, model show information, and stories from the club for the monthly newsletter. It can be anything hobby related. All submissions to the Long Island Scale Modelers Society Newsletter must be received by the Monday of the week before our scheduled meeting night.

Email your articles and/or pictures to www.jnboul19@yahoo.com

Jim Boulukos

LISMS President