



**Est. 1973  
COLUMBIA, SC**



# **NEWSFLASH AUGUST 2018**



## International Plastic Modelers' Society/USA Membership Application / Renewal Form

New  Renewal  IPMS #: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

Chapter Affiliation, if any: \_\_\_\_\_

<b>Junior</b> (17 years or younger)	\$17.00	_____	Date of Birth: _____
<b>Adult</b>	One year	\$30.00	_____
	Two years	\$58.00	_____
	Three years	\$86.00	_____
<b>Canada &amp; Mexico</b>		\$35.00	_____
<b>Foreign</b>	Surface	\$38.00	_____

**Family** (1 set of Journals) \_\_\_\_\_ ← Adult fee + \$5.00 # of cards? \_\_\_\_\_

Your Signature: \_\_\_\_\_

If recommended by an IPMS member, please provide his/her:

Name: \_\_\_\_\_ IPMS #: \_\_\_\_\_

### PAYMENT OPTIONS:

Cash  Amount: \_\_\_\_\_  
Check  Check #: \_\_\_\_\_ Amount: \_\_\_\_\_  
Credit Card  Master Card  Visa   
Card Number: \_\_\_\_\_  
Exp. Date: \_\_\_\_\_ / \_\_\_\_\_

Billing Address, if different than above -

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Hello Swamp Foxes,

Welcome to the August 2018 Newsletter.

I hope that you all have managed to have some time at the workbench over the last month or so, hopefully we will see some at the next meeting, Wed 15th July in Lexington Main Library, 18.00 - 20.00, bring your Builds and Works in Progress.

The July meeting had 19 members attend. The President opened the meeting and covered the business agenda, Also the AMPS club has invite us to co host another show in 2019, this will go before the members and be voted on during the August meeting. After a break Members discussed their builds and works in progress. Something I would like to do in future newsletters is a section on what is on your workbenches.... Come on show us your progress, send pics to me at chopsm1@hotmail.com.

From the Front Office...

Tonight's business:

1. New member introductions
2. Treasury Report
3. Brief review: Toy Soldier Show
4. Discuss and vote:
  - a. R12 Show Sponsorship
  - b. 2019 Show
  - c. Monthly Raffled.
  - d. Honorary Member nominations
    - i. Ted Stambolitis/The Flight Deck
    - ii. Janet and Fred Hein
5. New Business
6. Break
7. Models! Models! Models!

Don't forget:

Upcoming events in the vicinity:

25 August: Huntsville, AL model show

14 September: Region 12 Regional model show, Spartanburg

6 October: Airliner Collectibles show, Delta Heritage Museum, Atlanta

10 November: Fayetteville, NC model show

Upcoming local group meetings are listed below. I encourage you to try to attend:

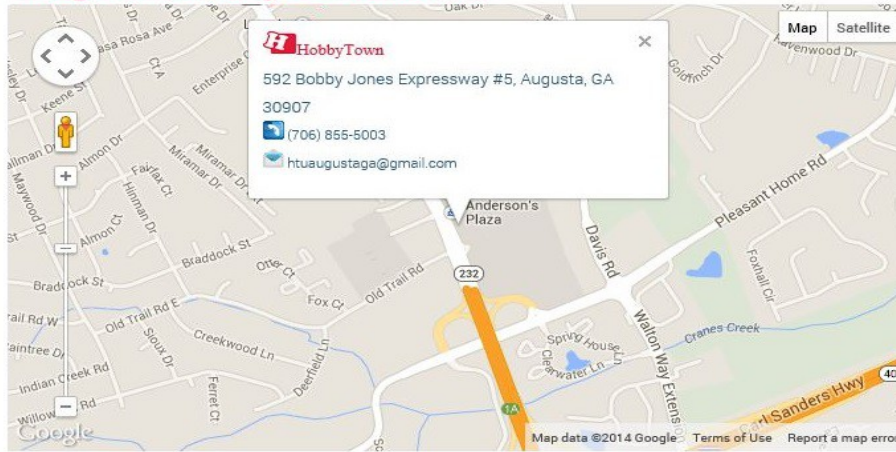
SCMA, First Monday of the month, 7PM, Genova Karate, 169-B Hwy 378 West, Lexington.

Next meeting is 3 September.


AMPS Central South Carolina, Second Thursday of the month, 6:30 PM, Richland Library, 763 Fashion Drive, Columbia. Next meeting is 13 September.

# SUPPORT THE LOCAL HOBBY STORES

## Augusta HobbyTown USA:



**NEW BROOKLAND RR**



405 State Street,  
West Columbia, SC 29169  
Tel: (803) 791-3958

All Scales, All Major Brands  
We Buy & Sell Used Lionel Trains

Joe L. Rucker  
Owner

# SUPPORT THE LOCAL HOBBY STORES

## Managing the Stash

If you've been serious about modeling for a little while, no doubt you have heard people speak of their stash. Initially, you wondered what they were talking about, since the terms "stash" and "contraband" are usually heard together, and you start wondering what you've gotten yourself into. Fear not. We are merely referring to our collection of unbuilt kits. Now, stash size is as different as individual modelers. Some folks have none—they buy a kit, build the kit, and then buy their next kit. Some folks have a small stash of a few dozen kits. Others have stashes that rival many hobby shops' selections, with thousands of unbuilt kits being stored. How does one arrive at this point?

My tale of woe begins in 1981. I was looking for an Otaki Corsair kit—as I've related a few times, it was my Great White Whale—and while searching I came across the Life-Like Gloster Gladiator in 1/48 scale. Never having seen one of these critters before, and seeing as the price was right (one American Dollar!) it came home with me, along with the Corsair. Now, due to circumstances lost to the sands of time, I managed to botch both projects. On my return to the shop, I struck out on a second Corsair kit but found another Gladiator. I brought the second Gladiator home with me (along with an Otaki Hellcat), and the Gladiator was placed into a desk drawer "for later". It, and a Monogram F4F Wildcat kit, sat in the drawer, waiting for their turn at the workbench...

I went off to college in 1982. I didn't build a model for a semester, but finally succumbed to the Styrene Siren Song and placed my first order with Squadron—somehow, one of their monthly flyers found its way into my Embry-Riddle post office box. While perusing the catalog, I noticed some real deals—Fujimi's (nominally) 1/48 Spitfire Vb (actually a 1/50 scale kit) for \$2, ESCI's 1/48 Hs-123 for \$2, and Minicraft/Hasegawa's Ki-27 Nate for \$3. At the time, Squadron's minimum was \$10, so I bought one of each of the above kits plus a Revell 1/48 Bf-109G-10 (\$2) and some Polly-S paint (about \$1) to finish it. Little did I realize the peril I was exposing myself to...

On a visit home on weekend, I took my roommates to my local shop. One wasn't very interested—he was looking for a windsurfer—but the other built armor. He picked up a Tamiya half-track mit FlaK gun, while I discovered Revell's 1/32 Typhoon and Minicraft/Hasegawa's Shinden in 1/48 scale. Both kits, of course, came home with me, and were added to the drawer. Actually, I did start work deconstructing the Typhoon in order to pull a Shep Paine superdetailing job on it, but it never made it to the finish line—again, memories are hazy on what caused it to languish before I gave it away...

Fast forward a few years. By now, the collection of unbuilt kits has outgrown the desk drawer and has invaded the bedroom closet. I blame Squadron for most of it—those of you who never experienced the Squadron monthly flyer of yore missed a treat. Those were the days where, if Squadron didn't have it, you didn't need it. They would have great sales—I recall one month where they were selling Tamiya's 1/48 scale F2A Buffalo kits for \$4 a pop, when normal retail was around \$8. Of course, I had to have one...or two. Any time I was home, I would check out the local shops and invariably find kits that would come home with me. Any time I was in Daytona, I would do the same. Remember, too, that at this time I was an airplane-only guy, with broad interests—so broad, in fact, that I would rationalize new purchases with the idea that "it is an aircraft kit that I don't have yet." In other words, what determined whether or not a kit came home with me was a game of Calvinball. You might see where this is going...

By the time I graduated from college, I had amassed a bunch of kits—every spare nook and cranny in the bedroom closet was occupied by an unbuilt kit. Sure, I was building models—sometimes two or three at a time. But it seems that the acquisition always outstripped the completion rates. The stash, like Topsy, "just sorta grewed". It wasn't through growing, though.

As a kid, I built ships and armor on occasion. As I got older and filled out the holes in my airplane collection, I started to add ships and armor to the collection, slowly at first...

Then it happened. I would hang out at the local shop—the one where I discovered the Gladiator kits—most weekends. At some point, the manager of the store asked me if I could fill in for him while he was out for a few weekends. Never wanting to let a friend down, I agreed to do so. That “couple of weekends” tuned into an eight-year, part-time job. I’d work every Sunday from 11AM until 5PM. And I would get paid with store credit. If you ever want to know how to amass a huge collection of model kits, the answer is easy—go to work for a hobby shop for credit! I’ve done so on three separate occasions, twice working for store credit where my paycheck was totally made up of model kits, books, and supplies. After those hobby shop years, I had more kits than I could build in three lifetimes!

I quit working at the shop a few months before we moved to South Carolina. Before I moved, I had done a few Fleet Rationalization Exercises and trimmed the stash—a little. But I still wound up moving somewhere around 2,500 unbuilt kits. You read that correctly—I estimate that I dragged between 2,000 and 3,000 model kits north with me, including airplanes, armor, ships, and cars. And, of course, I added to the pile after I relocated. At my last count, there resides in our upstairs room close to 3,200-3,500 unbuilt kits. Each of them was purchased with the intent to build it, I am no kit collector. After a while, though, one starts to ask the question: Will I ever build all of these kits in my lifetime? Also, you start to think about what life would be like without being owned by your possessions. This is the time when the game of Calvinball gets real, and you start to think in specifics: Why do I have this kit? In other words, you formulate a plan to manage the stash.

So, you ask how do you do that? My answer to the question is a bit long. I’ve broken it down into several phases:

1. Cull out duplicates. There are some subjects that are represented by numerous kits or multiples of kits in the stash. How likely am I to build more than one of anything?
2. Cull out the kits not likely to be built. Face it, when you’ve been at this as long as I have, you’ve seen an older kit superseded by a new generation kit of the same subject. In some cases, a resin or vacuum-formed kit is replaced by an injection molded kit; in other cases, a 1970’s-vintage injection molded kit is replaced by a current, State-of-the-art kit. Face it, if you have to choose between a clicks-together Tamiya kit and a so-so Monogram kit from 1969, which way would you lean?
3. Carefully re-assess the collections and see where things overlap. Then plan the collections accordingly.
4. Carefully re-asses the scale(s) of the kits I need. As stated above, I have Century Series airplane kits in both 1/72 and 1/48. Do I really need both? Given that the new generation of kits coming from the likes of Hasegawa, Meng, and other companies have superseded the older, lesser-quality kits from the 1960’s, I can probably do them all in 1/72 and be happy. (Truth be told, I will probably include one or two 1/48 F-102A’s and F-106A/B in the Florida Air National Guard collection, but the rest will be perfectly acceptable in the smaller scale.) The same holds for my WWII twin-engine bombers—am I likely to build 1/48 scale B-25’s, or go with the smaller 1/72 scale kits that are two or three generations advanced and better detailed?
5. Seriously reconsider some of my more broadly-defined collections. Rather than a collection of IDF/AF airplanes in 1/48, I have narrowed the focus down to 1/48 scale IDF/AF delta-wing airplanes (Mirage III, Nesher, Kfir, and A-4).
6. Make lists. For my various squadron history collections, rather than try to recall what I had and

what I needed, I have made lists of what fills the bill, and have marked off the required kits that I have in the stash.

So, I have some work to do. First step is admitting you have a problem. Second step is doing something about it. Stay tuned. I feel a SIDNA sale coming on soon...

Now go build something from the Stash.

Ralph



## Schnellboot – E-Boat



The Fast Attack boats (Schnellboats) - called E-Boats by the Allied - were the primary attack crafts for coastal water they took over the role of the classical torpedo boat. Schnellboats consisted of only several slightly different classes which operated very successful, multiple design studies of very unconventional Fast Attack Boats were made but never completed. designs such as hydrofoils, jet powered boats or submersible crafts.

Operating in coastal waters, the offensive S-boats (called E-Boats - Enemy boats - by the Allied), were a very effective weapon. They took over the role of the torpedoboats after those ships were used more to release the destroyers for other much needed tasks.

Schnellboats were used in almost all theaters of war, the Baltic Seas, the Mediterranean or the Black Sea, but their main operational area was the British Channel where they attacked coastal shipping, especially during the night. Their operational record was quite successful, the S-boats sank over 40 warships (including 12 destroyers) and far over 100 merchants, while damaging 14 other warships (including 2 cruisers) and 15 merchants. But this was not achieved without heavy losses, especially in the later years of the war. Being vulnerable to air attacks and without any radar, the S-boats lost the surprise factor in their night attacks and had to abort more attacks than they completed.

One more unknown fact is that S-boats were also intensively used for mine laying operations. In fact most of these operations made by S-boats were mine laying operations, but as the boats could only carry up to 6 mines those operations had only a minor success.

At the outbreak of World War II, only 18 S-boats were in service, but between 1940 and 1945 about 230 of this boats were built. Although there were several classes of these ships, all had the same basic design and most of them were built at one single shipyard, Lürssen in Vegesack, which continued to



build successful fast attack crafts after the war. Several boats were used by other navies after the war, two of them were added to the new formed Bundesmarine in 1957.

## The Classes

### Type S-1

S-1 was commissioned into the Reichsmarine in August 1930 as an experimental craft called a Schnellboot, Powered by 3 x BFZ V12's each producing 900hp, these gave a cruising speed of 22 knots and a top speed of 34 knots. Officially named S-1 in 1932, the torpedo tubes were removable to hide them from allied intelligence. There were a lot of trials and experiments done on S-1 as well as refits and modifications added as they developed new technologies.

### Type S-2

The four S-Boats of the S-2 class, S-2 to S-5 were the first small class of S-boats built by the German navy after World War I. Roughly based on the prototype boat S-1, they were mainly used as test beds to further develop this kind of boats and for crew training. A main difference was the torpedo tubes had hinged front doors, main disadvantage was still being powered by the gasoline BFZ V12's the engine suppliers were unable to deliver a more powerful Diesel engine. The four boats formed a so called "Half Flotilla" and together they trained S-boot tactics for later use.

None of the boats was used during World War II, all including S-1 were sold to Spain in 1936.....

### Type S-6

S-6 was a larger design to accommodate a diesel engines, these being 3 x Maschinenfabrik Augsburg-Nurenborg (MAN) 1320hp giving a cruising speed of 30 knots and a 36 knot top speed, diesel was attractive as it was not as volatile as gasoline, S-6 was the first S-boot to mount the 21" torpedo tubes, the previous five boats all carried 19.7" tubes. As newer and improved boats became available S-6 was also sold to Spain in 1938

### Type S-7

The seven S-Boats of the type S-7 class, S-7 to S-13 were the oldest active S-Boats in the Kriegsmarine at the outbreak of the war. Like all other German fast attack boats, they were mostly built from wood, reinforced with a metal structure. But what was new was from S-7 onwards all the boats had a knuckle added to the bow vastly improving sea keeping qualities.

When these boats were built, the preferred engines for German S-Boats were still under consideration, therefore half of the boats of this class were completed with MAN engines while the others were equipped with Daimler-Benz ones. Tests and operation in the active S-Boats groups showed that the MAN engines were very unreliable, so the Daimler Benz Engine was the primary choice for the large scale S-Boats classes built in the following years.

The type S-7 was only of limited offensive use when World War II broke out. Because of this, those

boats were moved from active S-Boot duty to other roles in 1940, some of them were converted in to fast submarine hunters, others were used as Patrol boats in the VP (Vorposten) flotillas.

#### Type S-14

The Type S-14 class, S-14 to S-17 was a slightly enlarged version of the type S-7 class enabling them to carry more powerful engines.

Equipped with a new 11 cylinder design the MAN engines proved problematic, only four boats of this type were built and because of their bad stability and light armament, they were not used as active fast attack boats, but as fast submarine hunters from autumn 1940.

#### Type S-18

The Type S-18 class, S-18 to S-25 was almost identical with the S-7 class except the engines. Since the MAN engines used on the predecessors were not very reliable, Mercedes Benz engines 20 cylinder design were used instead in the 8 type S-18. Because of the much better performance, this engine manufacturer was chosen for all further S-boot designs of the Kriegsmarine.

#### Type S-26

The type S-26 class consisted of only 4 boats S-26 to S-29, slightly larger than the S-18 class. The main feature of these boats was the raised forecastle which enclosed the torpedo tubes and a redesigned cockpit which gave the commander better all round visibility. Many changes to the armament were made as the war progressed.

#### Type S-30

The type S-30 class consisted of a total of 16 boats, S-30 to S-37 and S-54 to S-61, originally purchased by the Chinese these were confiscated by the Kriegsmarine, a slightly smaller design than the S-18 class and used the less powerful 16 cylinder Mercedes- Benz engines,

The smaller dimensions allowed these boats to be relocated to the Mediterranean via the Rhine and Rhone rivers. In 1941 and 1942, all of the remaining boats of this class sent to the Mediterranean this way. There most of them got lost, mainly due to mines. Only three of them survived the war and surrendered to allied forces in May 1945.

#### Type S-38/S-38b

The S-38 class was the next evolution of the Type S-26 class, the dimensions remaining the same, many of the changes were around the cockpit area including armoured bridges, a single 2cm gun tub was incorporated in the forecastle and became a standard fit on following classes, armament aft was constantly changed and upgraded as the war progress, some of these being twin 2cm Zwilling to single 40mm bofors and to 3.7cm mounts. The S-38/S-38b were numbered as follows, S-38 to S-53, S-62 to S-99, S-101 to S-135 as well as S-137 and S-138 for a total of 91 boats.

## Type S-100

The S-100 class was an evolution of the previous S-38 boats, basic dimensions remained the same but the S-100's were constructed from the beginning with armoured bridges to protect from the British MGB and MTB's, also the armament was increased with the addition of a gun mount amidships combined with the 20 Cylinder Mercedes-Benz engines giving a top speed of over 40+ knots, a formidable foe indeed..

The S-100 class were numbered as follows, S-100 and S-136, S-139 to S-150, S-167 to S-228 and S-301 to S-307 a total of 83 boats. As the construction progressed improvements were made not only in construction techniques but also in increased engine performance and armament carried. S-170 had the first set of Daimler Benz MB 518 diesel engines, Rated at 3000hp installed for testing, increasing the top speed to 45 knots. S-219 had its fuel capacity increased to extend the radius of action by 50 miles, S-219, S-226 had a pair of rear firing torpedo tubes fitted, the basis of the type S-700 class.

## Type S-151

The type S-151 class boats were originally Dutch MTB's captured during the German invasion of the Netherlands in May of 1940. There were 8 hulls numbering from S-151 to S-158, These were being license-built from a British power boat design by Gusto Bootswerke in Scheidam. Originally they were to be armed with the Dutch 18" torpedo, but these were changed to the German 21" when construction was finished on all 8 in 1942. In outward appearance these boats were much smaller than the type S-38 that were being produced at the same time. However better suited to navigate the European canal system and small coastal waterways. These boats were deployed to the Mediterranean to support the Africa Korps.

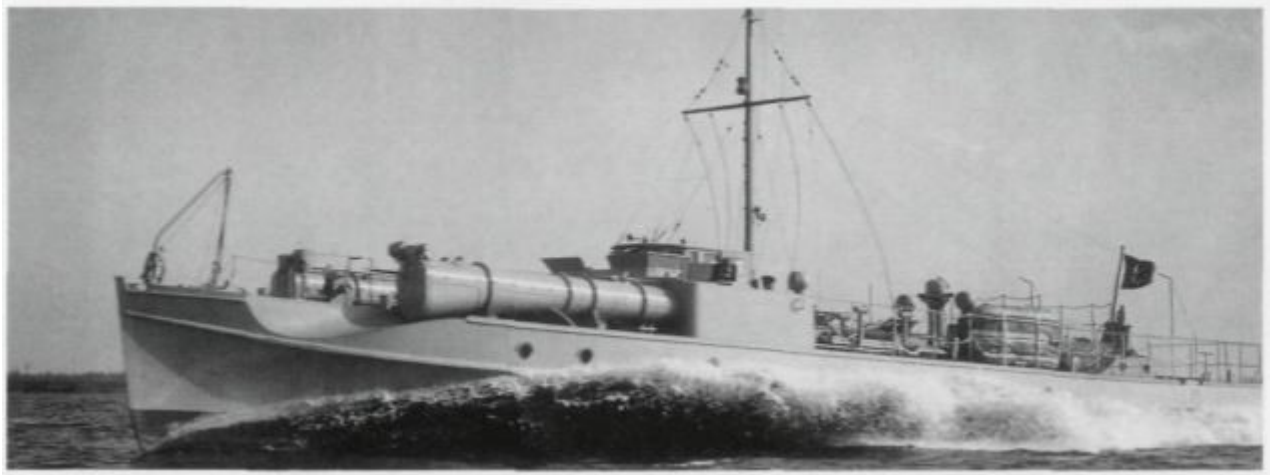
## The Boats



S-1



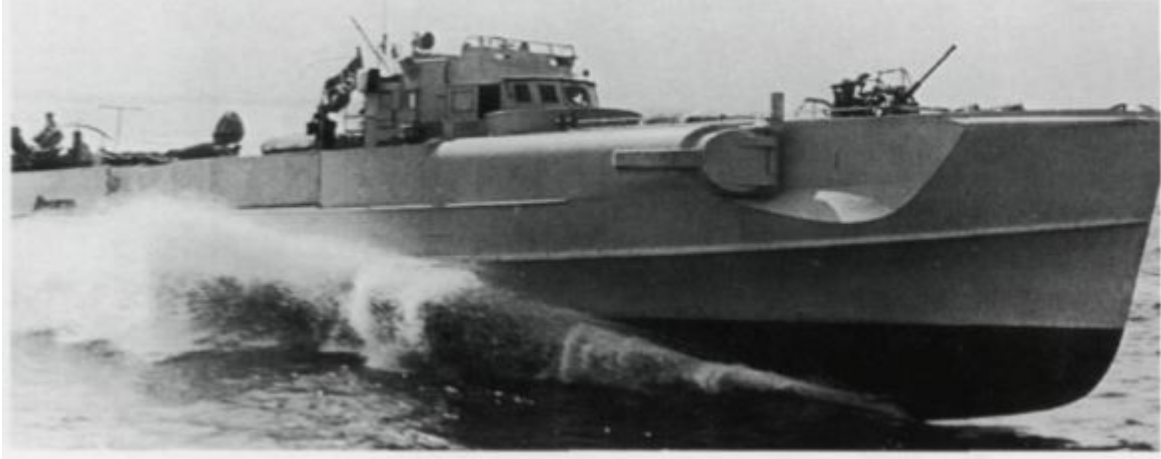
S-1 along with 3 x S-2 boats and S-6 along with S-8 (Type S-7)



One of the type S-2 boats



S-15 (Type S-14)



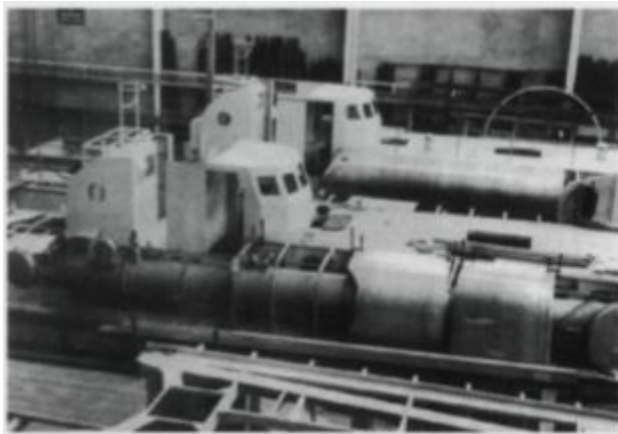
Type S-38



Type 38b recognisable by the 40mm gun aft



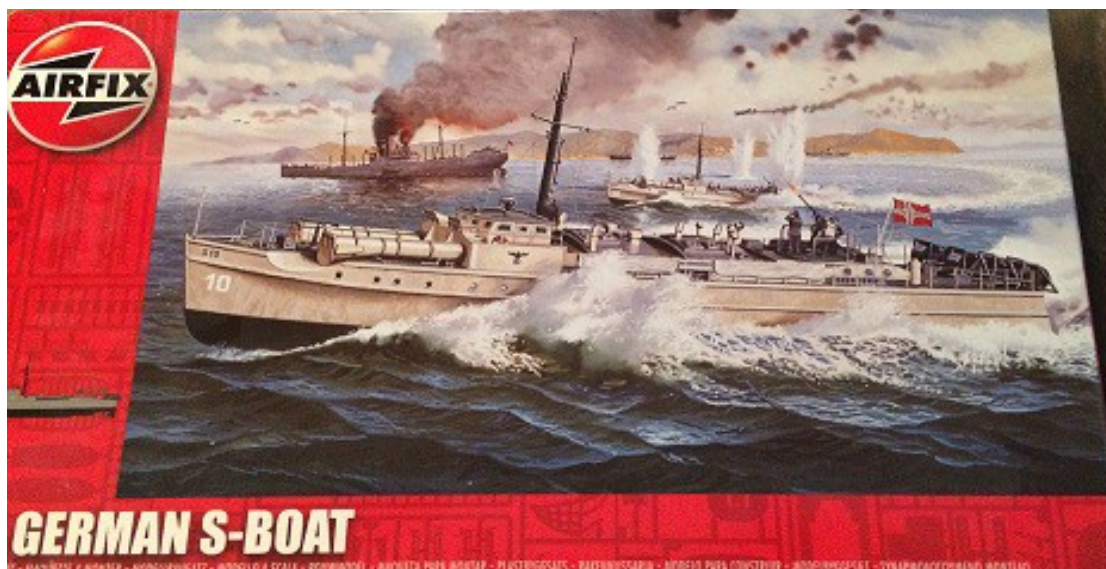
S-204 (Type S-100) Surrenders at Felixstowe on 13<sup>th</sup> May 1945



Type S-151 class under construction at Gusto Bootswerke in Scheidam

## Modeling the Schnellboot

A few kits and accessories are available for the modeler.



1/72 scale

**Revell** 

Deutsches Schnellboot  
German Fast Attack Craft **S-100 class**

**1:72**

Plastic Modellbausatz  
Plastic model kit  
Modèle en plastique  
Modellbaukasten  
→ 48,6 cm

*Scale: 1:72  
Illustration of a ship  
Illustration of an Italian  
Illustration of a British  
Illustration of a French*

**05051**



**Revell** 

German Fast Attack Craft  
Deutsches Schnellboot **S-100 & Flak 38**

**1:72**

Plastic Modellbausatz  
Plastic model kit  
Modèle en plastique  
Modellbaukasten  
→ 48,6 cm

*Scale: 1:72  
Illustration of a ship  
Illustration of an Italian  
Illustration of a British  
Illustration of a French*

**05002**



**FULLY UNPAINTED**

**Schnellboot Typ S-38**  
armed with 4.0 cm Flak 28 (Bofors)

**No 5620** model kit  
model kit  
1:35

**ITALERI** 

More than 600 highly detailed parts  
Instructions sheet with color profiles  
Photo-etched fret  
Clear sheet  
Decals for 3 versions:  
○ S-106  
○ S-51  
○ S-46





# Schnellboot Typ S-100



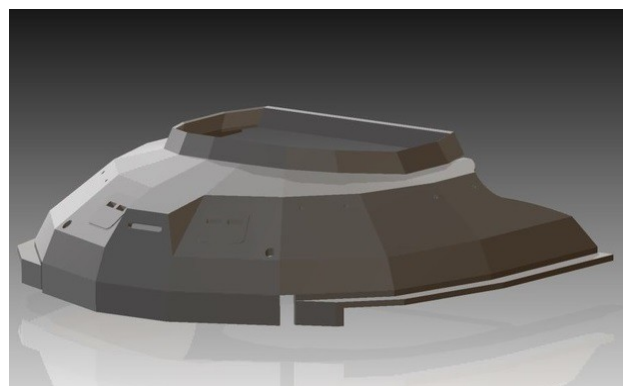
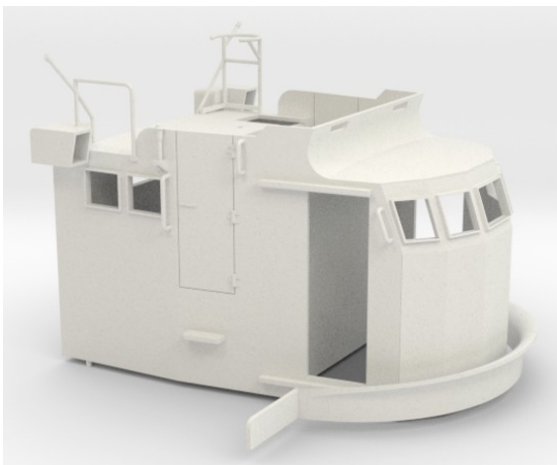
World biggest 1:35 scale  
plastic model kit

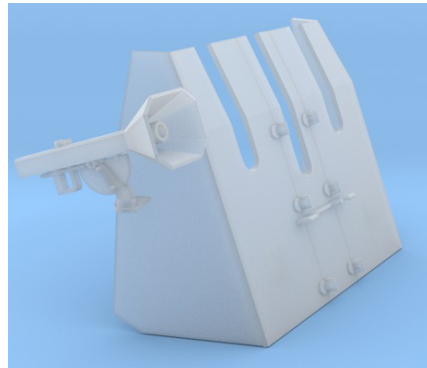
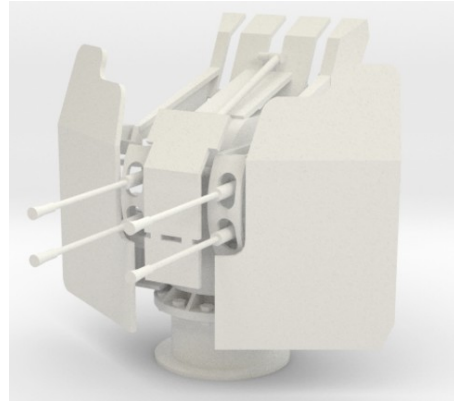
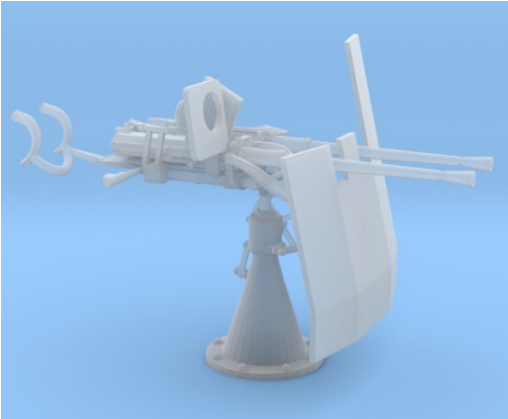


## 1/72 Aftermarket Products for S-Boats

Manufacturer	Product
Czech Masters (CMK)	Figures & Detail Parts
Hecker & Goros	Figures & Detail Parts
Eduard Models	Photo etch
Modell Brass	Turned barrels
Schatten modellbau	Turned barrels & Torpedoes
White Ensign Models	Photo etch & Torpedoes
Peddinghaus Modell	S-Boat & U-Boat Decals

### 3D Printed parts





**Schnellboote Reference**  
 There are a number of books available on the subject of the German Navy motor torpedo boats of the Second World War period. These are amongst the best. Top left, working right is *S-Boote* from Histoire & Collections, *Die Deutschen Schnellboote 1914-1945* from Koehler, *Warship Pictorial 15 - Kriegsmarine Schnellboote* from Classic Warships Publishing, and *Schnellboot in Action* from Squadron/Signal Publishing. The item at far right is the PAL format video *Stukas der Meere - Deutsche Schnellboote im 2. Weltkrieg*. All of these references will be a great help to any S-Boat modeller.

Information for this article was used from various sources on the internet and from the



Great Publication by Steve Wiper, ShipCraft 6, German S-Boats.

## Toy Soldier Show

A great day that saw the Midlands 3 model clubs spend the day together and showing off some great builds to the Public along with Figure Painting demo by Tom McCoy Jr and Airbrushing demo by Ralph Nardone and Model building demo by Ben and Noah Brandes.







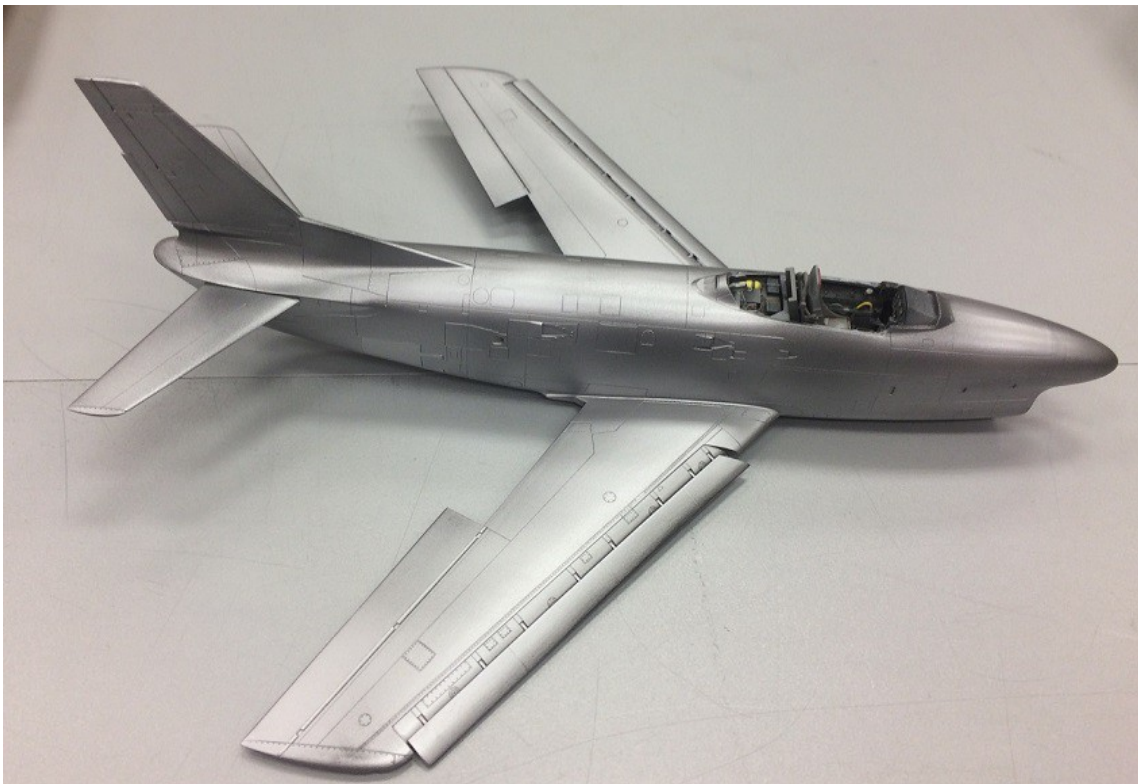




Last Meeting Pics



Donnie Greenway – Revell – 1/48 scale A-6 Intruder.



Matthew Goodman – Revell – 1/48 scale F-86D.





Darby Erd – SMER – 1/72 scale Fairey Fulmar.



Darby Erd – Revell – 1/48 scale Bf-109G-10.



Tom Wingate – Trumpeter – 1/72 scale TU95 Bear H (In progress).



Tom Wingate – Heller – 1/24 scale Ferrari 512S.



Tom Wingate – Fujimi – 1/24 scale Ferrari 365 Daytona.



Tom Wingate – Testors – 1/24 scale Ferrari 365 GTB4 Daytona (in progress).



Andy Townsend – Classic Airframes – 1/48 scale Bristol Blenheim Mk.I Finnish service.



Bob Spagnola – Dragon – 1/35 scale King Tiger.



John Melton – Tamiya – 1/35 scale Russian SU-76M

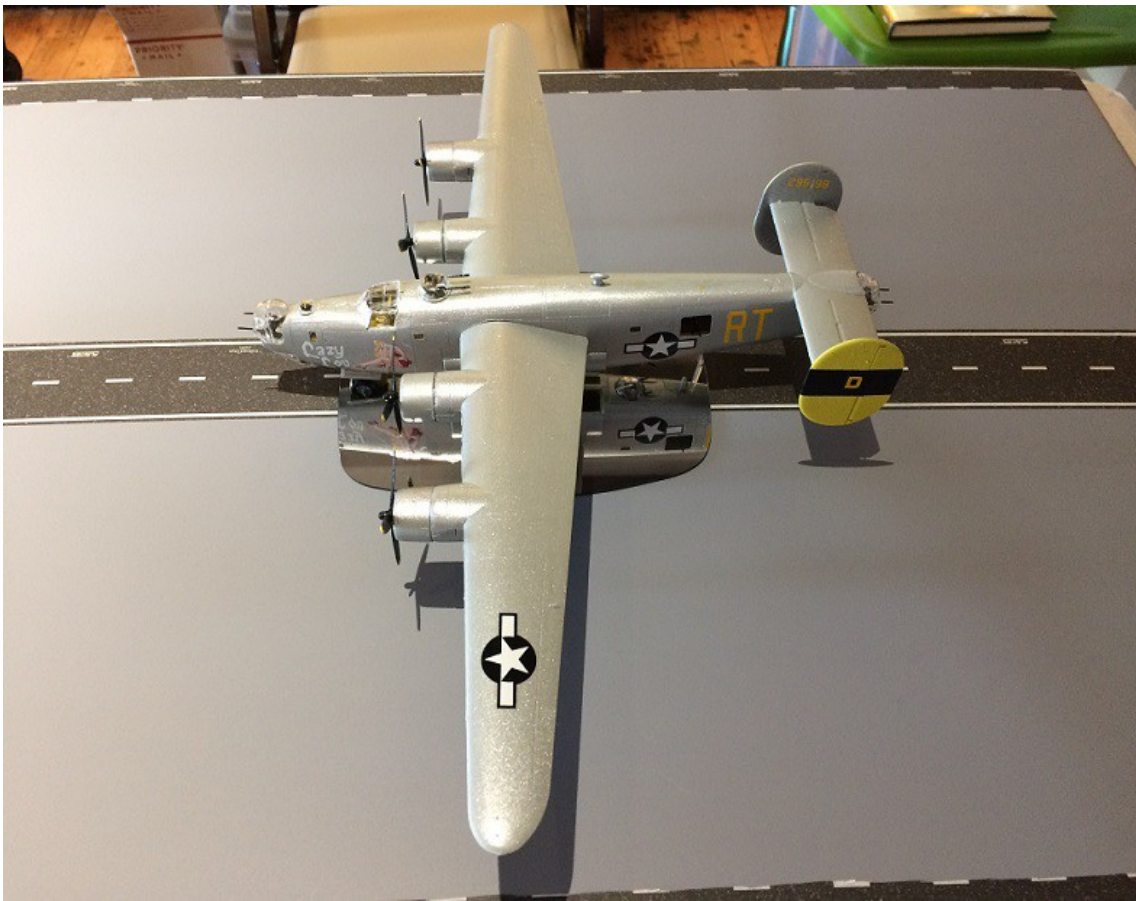
### Members Workbenches

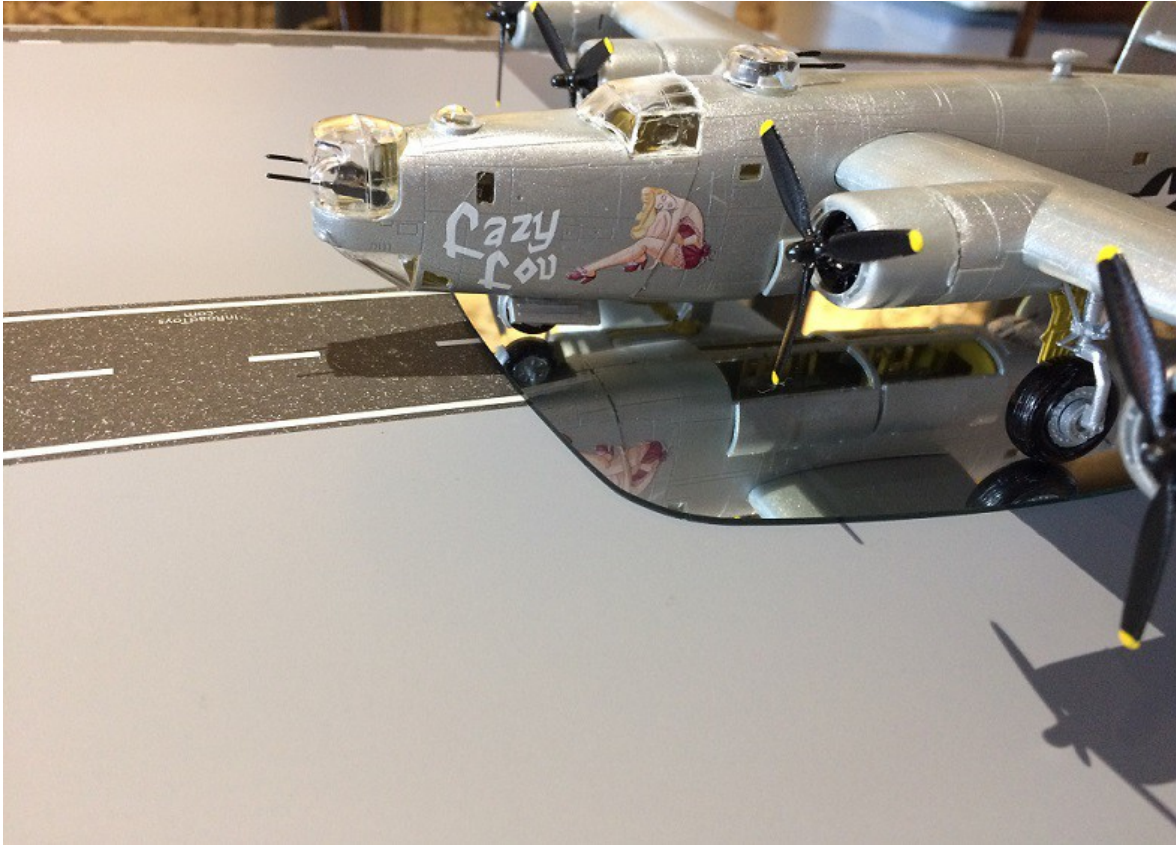


Paul Deloreto sent in his completed build of the Mayflower, Nice Work Paul



Paul also sent in his current work in progress, The Paddleboat Robert E Lee, I am looking forward to seeing this progress.





Norm Foote brought his recently completed B-24H Lazy Lou, Norm's Wife Carrie's Brother was a crew member aboard this aircraft which was part of the 8<sup>th</sup> Air Force based in England during WWII.

## ***Thats All Folks***

Hopefully see you at the next meeting, Wednesday 15th August.

John