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RED, WHITE & SPRUE

Volume 19 Number 10

★ LISMS NEWSLETTER ★

October 2012

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- Nord 1500 Griffon II Kit Review
- Photo Essay F-94 Starfighter
- Seen on the Table
- What's New





Next meeting date:
Monday, October 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

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

Recording Secretary: **Matt Stahl**
 631 650-5919
matt@rexwyon.com

Corresponding Secretary: **John Musolino**
 516 713-6388
lisms@juno.com

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

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

Graphic Design: **Al Zygier**
 718 793 4186
azygier@verizon.net

Contest Chairman: **Fred Seitz**
 631 581-1990
seitzfs3@gmail.com

Contest Co-Chairman: **Richie Marotta**
 631 207-1979
richardmarotta@optonline.net



Model: **1/35 Scale M3A1**
 by **Tony Fradkin**
 Photo: **John Musolino**

The Newsletter is published monthly by the
The Long Island Scale Model Society

The Long **Island Scale Model Society** is an
IPMS chartered organization



IN THE PILOT SEAT

Our next meeting is Monday October 15th at 7:30 pm, auction night! If you know someone interested in attending, invite them along! Do not expect a business meeting or much time for anything else to take place. When you arrive with your box load of stuff, see

me to register your name and a rough number of items you wish to auction off. If there are many of you, we may have a round robin procedure where each person will auction off 6 to 10 items each to give everyone a chance. You will have the gavel to use for the winning bidder. Please do not sell your items and start dealing when you come in. Let's have some fun with this! Hint: Start your auction price at the lowest price you will accept if you want people to bid on it. Besides bringing your stuff to auction, bring a few dollars to buy the other guys stuff. Another man's junk can be valuable to you!

I'd like to thank those who built the Spirit of St. Louis models last month. Joe Yeager was very creative and built two German World War II variations. He won the best of the group. I gave out about 16 of these kits and only half showed up on the table. What happened to the rest? I expected to see most all of them out.

Good news for the club! Fred Seitz has volunteered to replace John on the board. We welcome him for Fred has been a big influence for us being our Contest Chairman for our Club Contests and all our shows.

The IPMS/AMPS East is over. As usual it was a nice event with 210 model entries. I went for the both days, entered a couple of kits and did some judging. Congrats to our club members who attended, Roger Carrano, Steve Andreana, Matt Kozerski, Joe Yeager, Rob Riviezzo, and myself for winning some awards. There were some good vendors but there were several empty tables. Again maybe a sign of the economy on the hobby.?

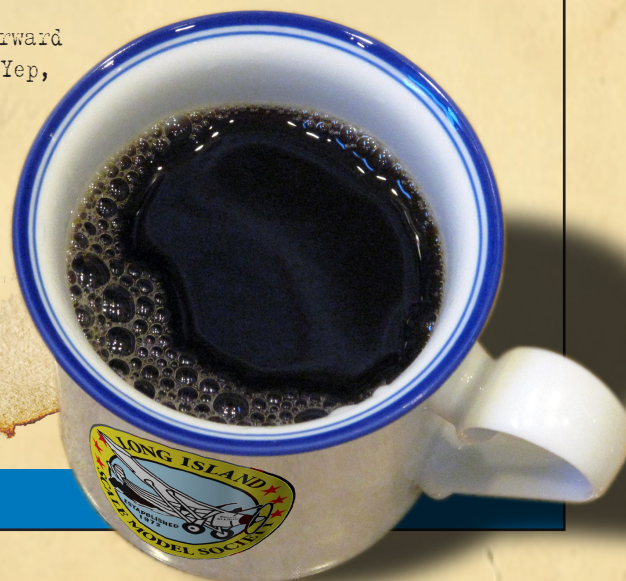
We hope to get our website updated very soon. Please be patient while we reorganize and try to get back into the routine. We are working on getting RepLicon 26 forms and info online.

Looking ahead at the November meeting which will be the Monday before Thanksgiving, we will have pictures of the fall area shows and the IPMS National. Yes, I plan on attending the HVHMG show in Poughkeepsie event.

Hope you all are looking forward to the holiday season ahead! Yep, they're near!

Build a model!

Bob





LOCKHEED SR-71 BLACKBIRD OWNER'S WORKSHOP MANUAL

by S. Davies & P. Crickmore, Hanes Publishing
2012, HB, 156 pages

Review by Steve Muth

Do we really need another "Blackbird" book? Maybe. Is it really a Workshop Manual? Well, no. Is it worth getting? That depends on what you want. What you get is a very good narrative, excellent and copious photographs (116 in color, 64 B & W, and 63 drawings) and a tabulation of where all the 'Blackbirds' are now. What don't you get? You don't get a walk around. There are some nice cockpit shots and line drawings of the nose landing gear. It is not a modeler oriented book but more a Walter Mitty armchair book.

There are chapters on:

SR-71 development and variants	20 pages
SR-71 at war	20 pages
Anatomy of the SR-71	
Pratt & Whitney J-58-P4 engine	
and inlet propulsion systems	9 pages
The Pilots perspective.....	16 pages
The crew chiefs perspective.....	16 pages
Appendices.....	15pages
Glossary.....	1 page
Index	3 pages

The thing that jumped out at me was how complex the maintenance and prep for flight were and how limited flight operations were. It makes the decision to not go into production on the F-12 interceptor very understandable. It was not an 'operations friendly' aircraft. It was not suitable for the dynamics of combat maneuvering. Additionally, one thousand man hours to turn an aircraft around just doesn't make sense for the interceptor role. Basically, it was unsuitable for anything but a high flying very fast reconnaissance platform.

In the end, satellite coverage was adequate and missile technology was getting to the point that it was becoming vulnerable. That and the very high maintenance and operational costs dictated that the program be terminated.

Recommended if you have a soft spot for the 'Blackbird' family. 🐼

-KIT REVIEW-



1/48 NORD 1500 GRIFFON II

by Fonderie Miniature,
6032

Review by Steve Muth

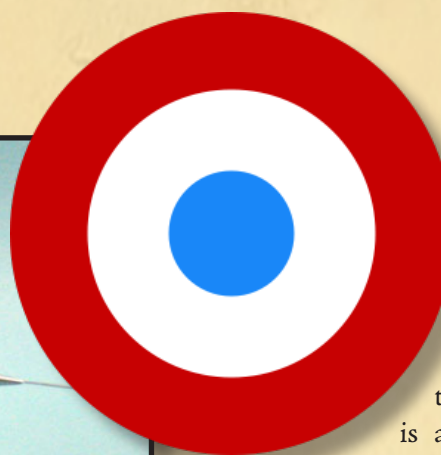


In my previous In-The-Box Review I said:

"This kit review is of the Nord 1500 Griffon II, the last of the French manned ramjets. One example was built and it had an ATAR 101F turbojet in the combustion chamber. It still exists in The Musee de L'Air at La Bourget in France. Performance was quite startling for the time. Several time-to-climb records were set and in October 1960 the Griffon II reached Mach 2.19. In February 1959 it set a world record of 1020mph over a 62 mile closed-circuit course. There

were plans to build a Super Griffon, the Griffon III, but advancements in afterburning turbojets overtook these plans and it was never built. It was to be built of all steel to withstand the heating at the high speeds anticipated.

This kit is almost a real proper kit. It still has all the characteristics of a short run kit but the basic quality is there. The molds have some flash, the gates are larger than main line plastic kits, there are no locating pins, the surface finish is rough and there are some sink holes in some of the smaller parts. That said, the panel lines



are well done, there are tabs and slots for the flying surfaces and over all it looks good in the box. There is a P.E. fret, two bags of white metal parts (16 metal parts – landing gear, seat, instrument panel, small scoops and other misc small bits and pieces), one bag of resin parts (9 parts - wheel wells, wheels, cockpit tub, nose cone, etc.) and two vacuformed canopies. All nicely done. There is even a nice decal sheet with a paper sheet of four views for decal placement. With the P.E. and other metal parts the cockpit and landing gear should build up quite acceptably. With an intake and exhaust as large as on this aircraft you will need to do some creative internal ducting on the intake end and seam filling on both ends to make things look OK. There is an internal bulkhead to keep you from seeing right through and it is used as a turbojet

mount but that is all. Actually, on the real aircraft you can see right through with only the concentric rings of burner injectors partially blocking the view. There is no flame holder/injector ring for the ramjet so you may want to be creative there. There is no pilot figure.

The instructions are better than the Leduc ramjet kits but still skimpy. They are on a single sheet with several exploded views illustrating assembly but there are no explanations. Part callouts on the instruction sheet are useless as the parts on the sprues do not have callouts. You just have to go by shape. It's not that difficult though as the parts are readily identifiable. Color data is in French and English.

It's a shame the Leduc planes aren't in 1/48 scale too as they would make a nice theme group (010, 016, 021, 022 and Griffon II). I may even try to find another Leduc 010 to build as a 016 to complete the set.

Recommended to anyone experienced in multimedia kits and a penchant for the unusual."

Now to the Build

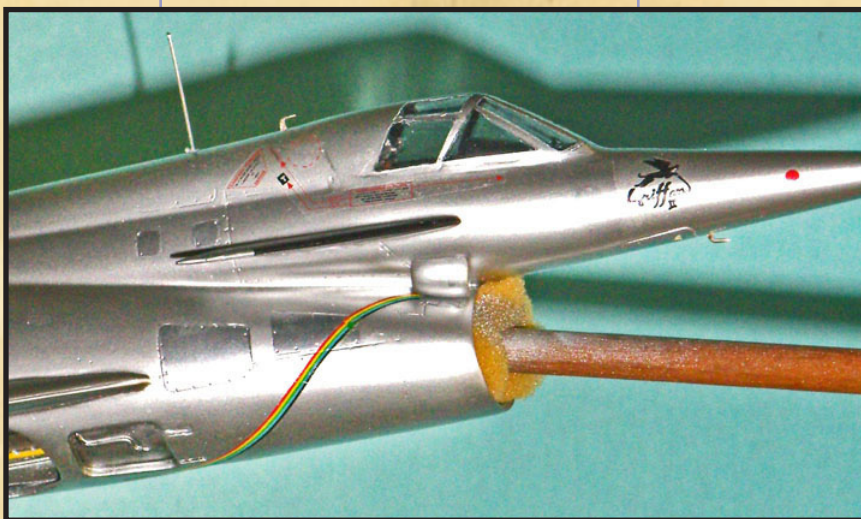
I have now built the kit and have the following comments: The surface detail is excellent and the parts fit very well for the most part. Some putty is required on all the main joints and the match at the intake and exhaust seams could be better. The tube is blanked off inside with a bulkhead and simulated engine. It was poor and I had trouble with the fit so I opted to cover the intake and exhaust with a canvas



shroud used to keep birds and such out. It's a shame because with a little more PE for a flame holder for the ramjet it could have been a killer. At this point in my modeling I am not ready to tackle making my own PE flame holder. The vacu formed canopy was made to fit nicely but still needed a little filler around the edges. I had to break off the pointy nose and reset it as I discovered it was misaligned (after the glue dried of course). The landing gear bay is really nice but requires trimming to fit properly. The nose landing gear door is metal and the opening for it in the nose is crude and needs work to make it fit. All unnecessary as I have

yet to discover a photo with the door down. In retrospect I should have just sealed up the NLG door opening except for the forward 1/2 inch or so. The landing gear (metal) and wheel wells (resin) are very nice indeed and worked up looking good. The main wheel well covers are works of art but need a little trimming to fit right.

Since the aircraft is natural metal I decided to try Alclad II. I recently saw Floyd Werner's DVD "Natural Metal Finishes Featuring Alclad II" on using it and was impressed. Just let me say don't believe all you see. He makes it all seem so easy that you forget all the airbrush cleaning that goes on. Of



course, he uses a near perfect kit, a blemish free Tamiya P-47 and proceeds to make a highly polished example like you would see at an air show. Beautiful but not realistic. When they say make the surface blemish free they mean it! I thought the

surface was near perfect. I even polished it. But, when I put on the first coat of aluminum I got a rude awakening! Every little scratch and sink mark just jumps out at you! The process of correcting these defects seemed endless! All the while the paint is piling up because you have to prime each time you get down to plastic. On the positive side, the Alclad dries quickly and can be handled without fear of damaging the finish with fingerprints. You can even tape on it within a few minutes. The only caveat is you must just dust the Alclad on. If you put it on too wet the aluminum powder in it clumps and you get blotches, particularly with the darker shades. He used about 5 pounds of pressure but I found a little higher cut down on the sputtering. Stencils and Tamiya tape were used to shade different panels either White Aluminum, Dark Aluminum or Stainless Steel. Exhaust was used on the burnt looking tail pipe.

There are far too many PE parts and many do not seem appropriate to the kit or are grossly too large. I think they may have just scaled up the 1/72 kit PE. Examples are the torque links on the landing gear. They are provided on the PE but the cast metal main landing gear legs have them molded on while the nose landing gear requires the PE parts. Another is a PE seat when a cast white metal seat is

provided. The seat is a little too large and doesn't fit in the cockpit tub without a fair amount of material removal. Unless you plan on showing the model with the canopy open it doesn't pay to spend too much time on the cockpit interior as the canopy windows are very small and you can't see much. A sewing needle (about .025") works great as a nose probe. The white metal one is too thick. Thin (.020") wire makes good antennas in the spine and straight pins suitably bent and flattened with a hammer made nice pitot probes behind the cockpit and below the nose. You have to prime them for the paint to stick. Ditto for the nose probe. The landing gear wells and doors were painted silver with black and yellow plumbing and given a wash of black and burnt umber mixture. Again, if they went to the trouble of putting a PE fret in the kit they should have included a flame holder for the ramjet.


The decals have very little excess clear around them and have excellent registration. But, they are brittle. This may be because the kit is fairly old. I used Liquid Decal Film from Microscale Industries. Just brush it on.

To me it looked just like clear nail polish. It worked well but in retrospect it probably

should have had 2 coats. Some of the larger pieces still broke.

If I had it to do over again I would be more careful to preserve the paneling and such and maybe cobble up something for the flame holders and engine in the ram jet interior. That being said, it looks right and is different.

All in all, it came out OK for a first attempt with Alclad. It beats enamel or acrylic paint and even beats using Aluminum foil. I'm looking forward to using it again – On my YB-49 maybe?

FM are to be commended for the series of French experimental like the Griffon II, Trident, and Espadon. All are rather different aircraft not likely to be produced by anyone else. It is just a shame that they didn't go the extra inch. 

References

1. Andre Turcat Et Armand Jacquet, "Du Gerfaut et Griffon", Avia Editions, 2006, HB, 216 pages – An excellent book on the Griffon with many good photos including the cockpit, air brake well, nose landing gear, and jet engine with duct details. The best coverage I have seen. It is all in French though. The three views are very good.
2. Tony Buttler and Jean-Louis Delezenne, "X-Planes of Europe", Hikoki Publications, 2012, HB, 303 pages – 12 pages devoted to the Griffon I and Griffon II.



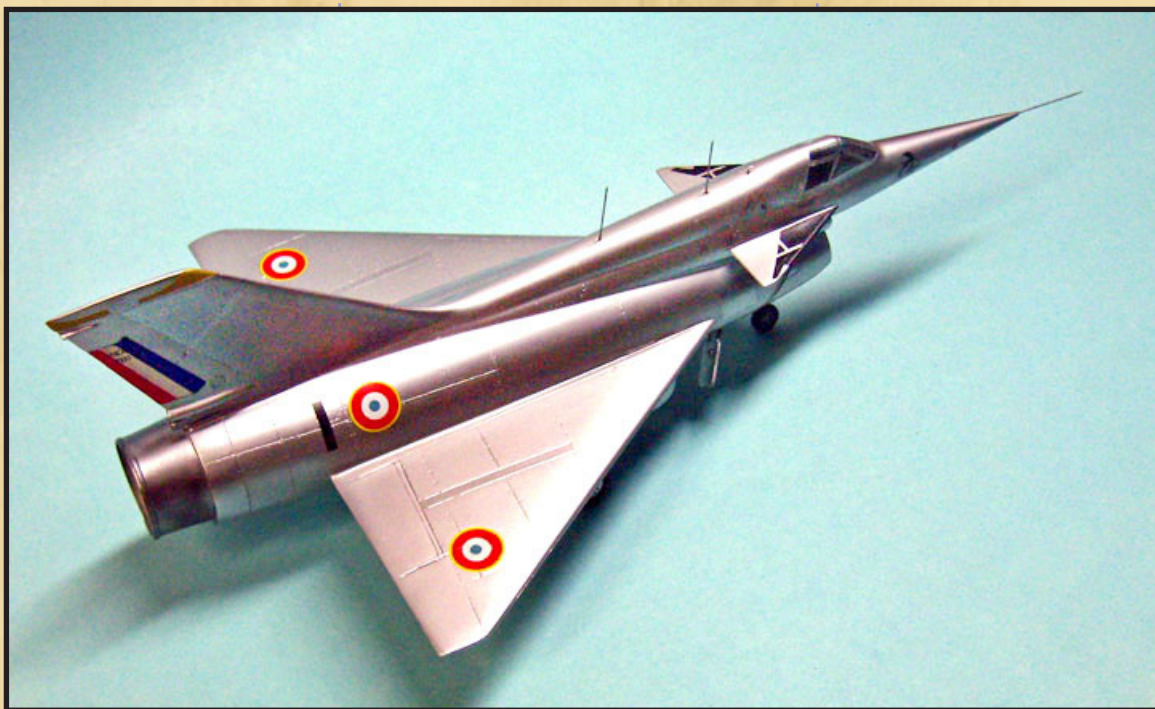


Photo Essay



These cockpit photos of F-94C-1-LO, s/n 50-1054A, were taken at the National Museum of the Air Force outside Dayton, Ohio in May of 1985. It was fully restored and is still on display. The canopy was closed so the instrument panel photos could not be taken. We are publishing these photos to aid those that may

build the new kit on the market of the F-94C by a new company – Kitty Hawk. From report on the net it is a really nice offering with loads of detail.

Next month we will try to feature external details of the AFMs 94C.

All pics except where noted are by S. Muth

F-94C STARFIRE PART 1



Figure 1 Portrait of F-94C at NEAM in CT



Figure 2 Front Cockpit Right Rear With Seat



USAF Museum

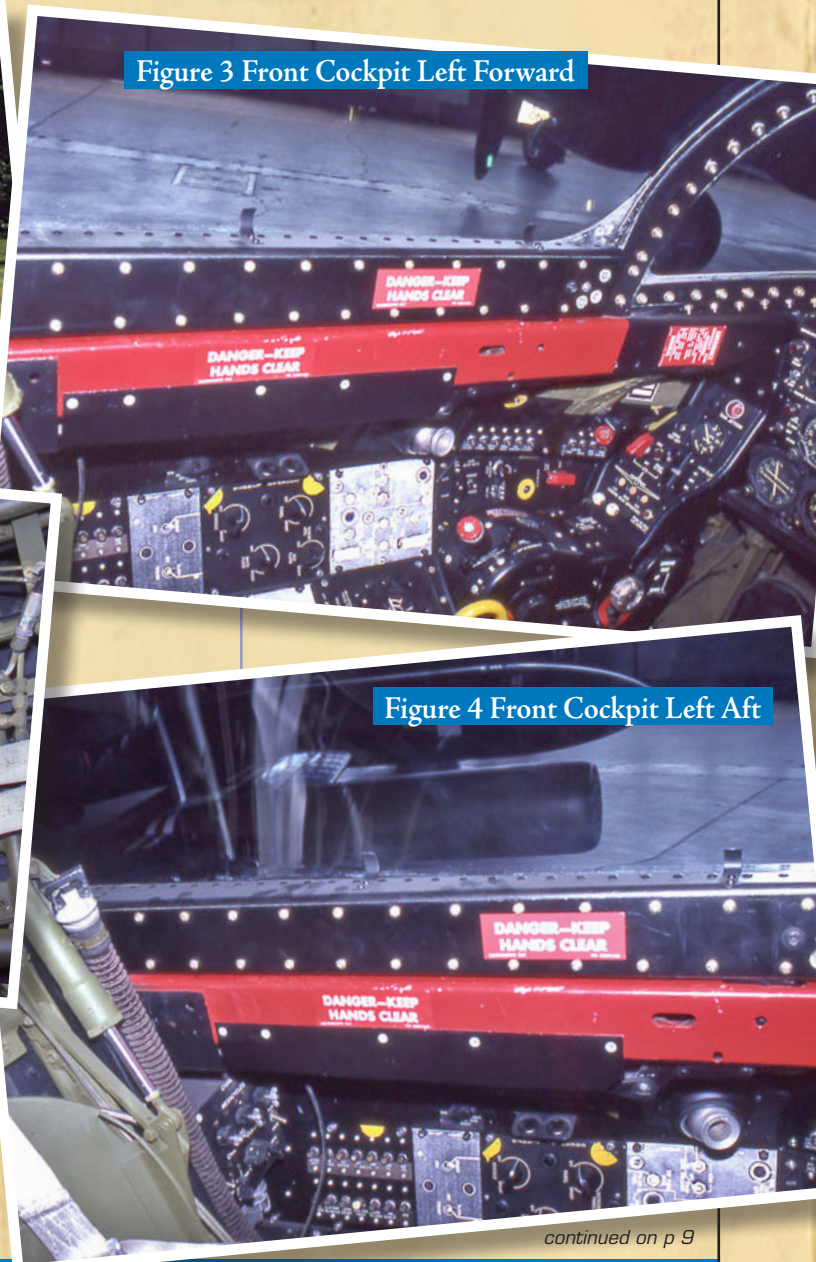


Figure 4 Front Cockpit Left Aft

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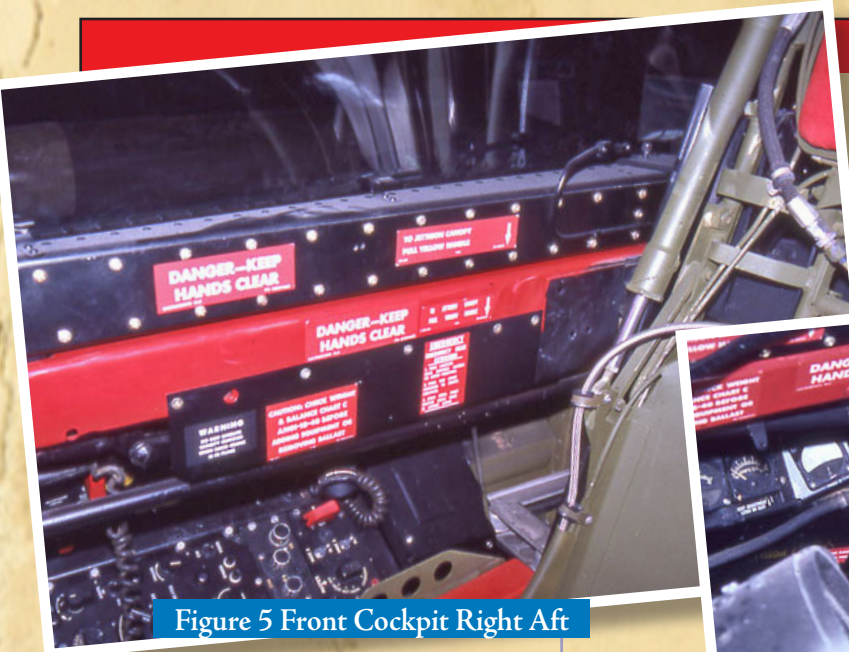


Figure 5 Front Cockpit Right Aft



Figure 6 Rear Cockpit Seat

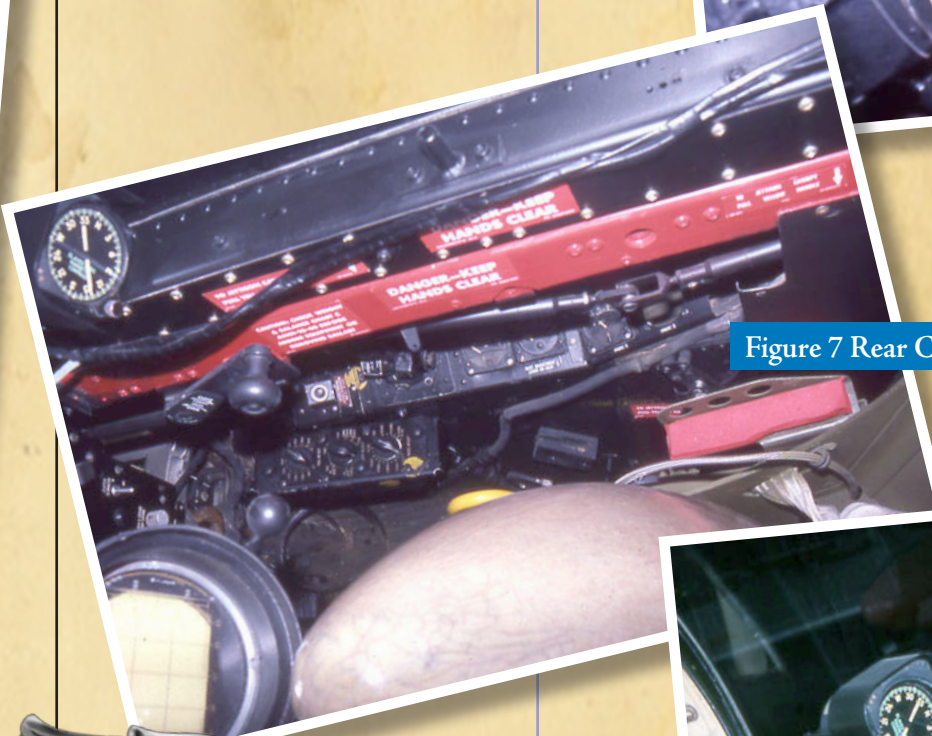


Figure 7 Rear Cockpit Right Down With Scope

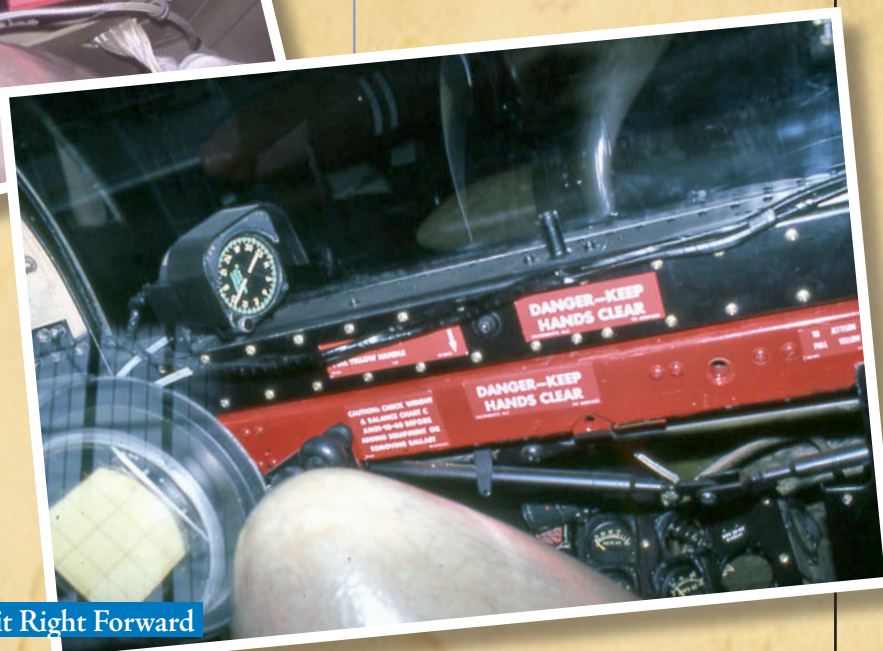


Figure 8 Rear Cockpit Right Forward

Seen on the Table

AT THE SEPTEMBER 17TH 2012 MEETING

All photos by Steve Muth
unless otherwise noted.

Over 19 models were displayed this month for the Fall Contest including five Spirit of St. Louis models in a special category. Three were traditional renditions of the Spirit plus a swept wing Nachtjager and a camouflaged Desert Warrior version with a sand and spinach paint job. Neat! The rest are Aircraft, Armor and a Figure. It was nice to see the table covered.

The Official Contest Results are:

1/72 Aircraft	1st Place	P-47D Thunderbolt	Steve Martens
1/72 Scratchbuilt	1st Place	Fairchild-Republic XC-31	Ray O'Niell
1/48 Aircraft	1st Place	French Ramjet Nord Griffon II	Steve Muth
1/144 Aircraft	1st Place	B-2 Spirit Bomber	Rich Casserma
1/32 Aircraft	1st Place	Bf 109E	Rich Casserma
1/35 Wheeled Vehicle	1st Place	Staff Car	Roger Carrano
1/72 Tracked Armor	1st Place	German Half Track w/3.7 mm gun	Joe Yeager
Figures	1st Place	1/16 scale Tuskegee Airman	Joe Yeager

Figure 1:
Flak 38 by Roger Carrano



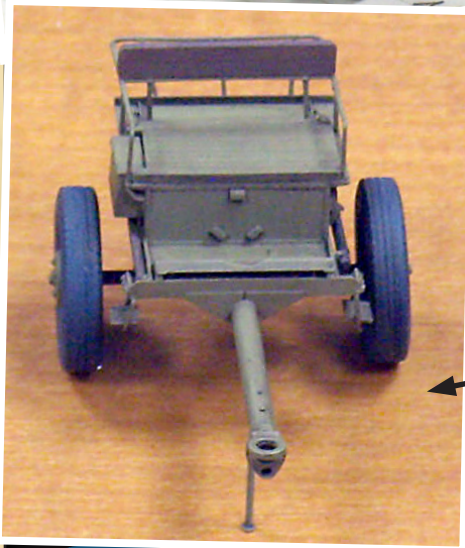
Figure 2:
US Army Staff Car
by Roger Carrano
1st Place 1/35
Wheeled Vehicles



Figure 4:
A-A Gun
Emplacement
by Roger Carrano



Figure 3:
Soviet Limber
Trailer by
Roger Carrano



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Figure 5:
1/35 SdKfz 253 by Joe Yeager



Figure 6:
SdKfz 251 Aus by Joe Yeager
1st Place 1/72 Tracked Armor



Figure 9:
Bf 109E by Rich Casserma
1st Place 1/32 Aircraft



Figure 7:
1/16 Tuskegee Airman by Joe Yeager
1st Place Figures



Figure 8:
Nord Griffon II Ramjet
by Steve Muth 1st Place
1/48 Aircraft



Figure 10 :
1/24 Hurricane by Bill Kopos Display only

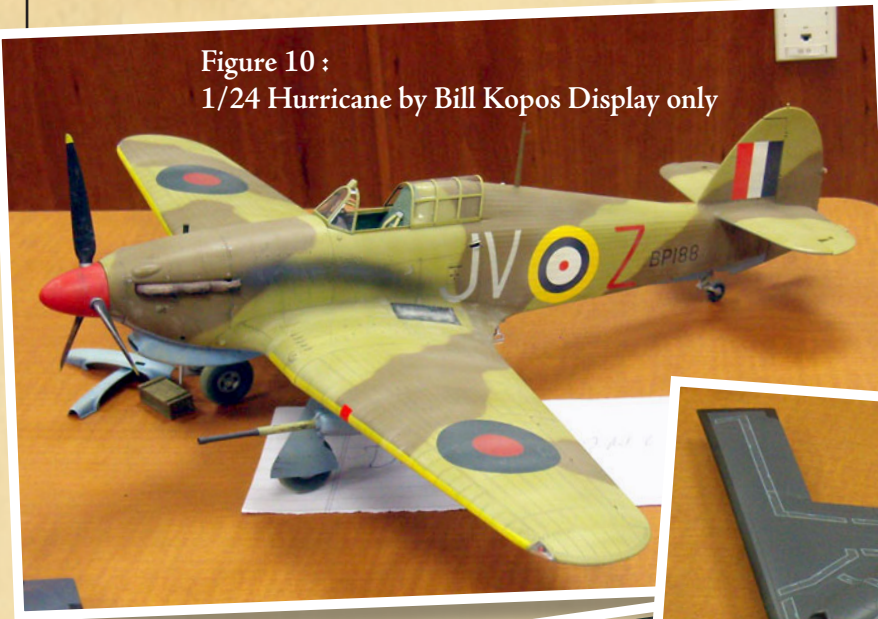


Figure 11:
B-2 Spirit by Rich Casserma
1st Place 1/144 Aircraft

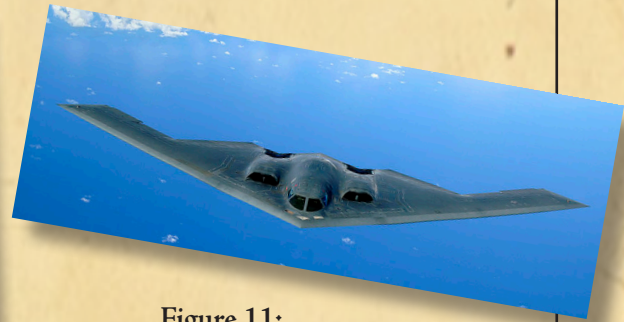


Figure 13:
Spirit of St. Louis by Marshall Voizard
3rd Place Spirit of St. Louis Catagory

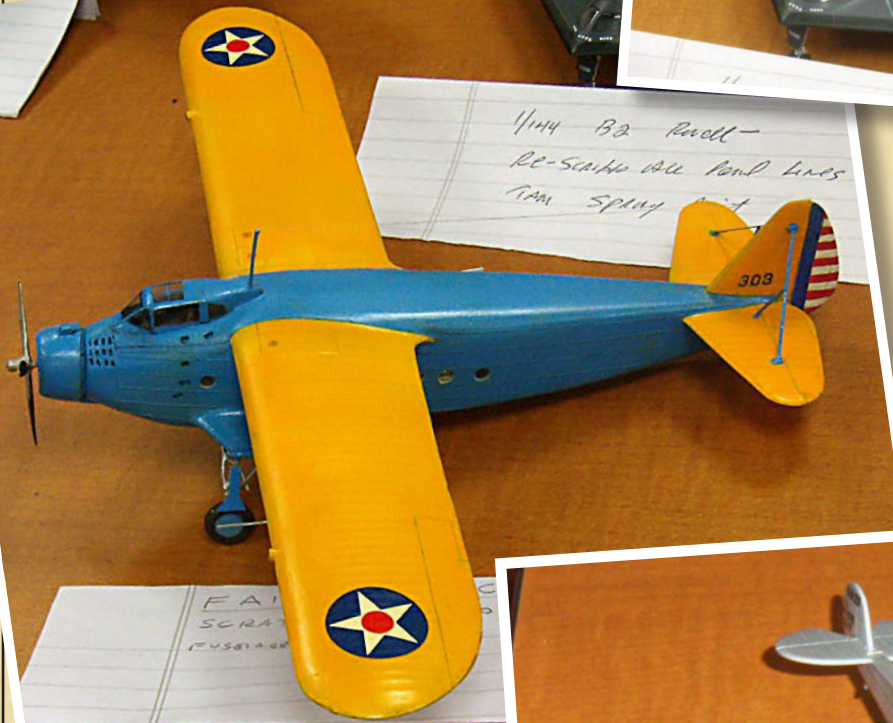


Figure 12:
Fairchild XC-31 by Ray O'Neill
1st Place 1/72 Scratch Built



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Figure 15:
P-47D 1st Place 1/72 Aircraft and
Spirit of St. Louis
both by Steve Martens

Figure 16:
1/72 Camouflaged Spirit of St. Louis
by Joe Yeager Place Spirit of St. Louis Catagory

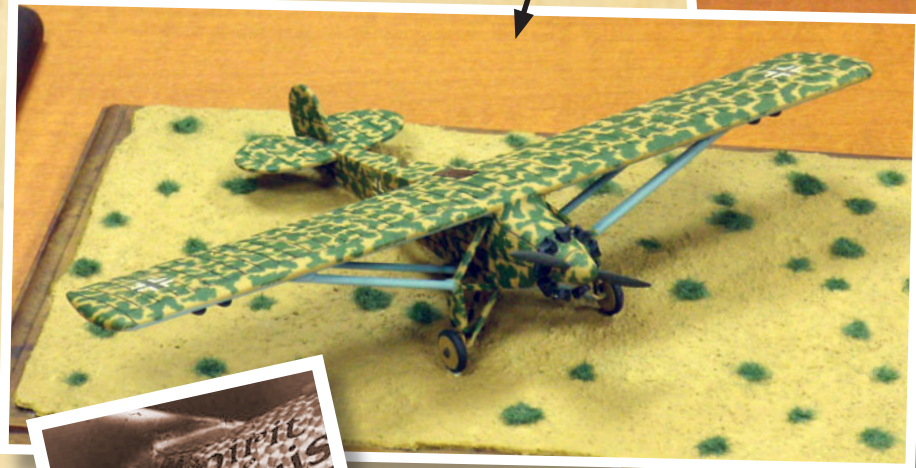


Figure 14:
Spirit of St. Louis by Rich Casserma
2nd Place Spirit of St. Louis Catagory



Figure 17:
Voss V-15 Nachtjager by Joe Yeager
1st Place Spirit of St. Louis Catagory



What's New...?

October 2012

Roger Carrano

AK INTERACTIVE INSTRUCTIONAL DVD'S

KITTY HAWK 1/48 STARFIRE F-94C

Kitty Hawk has just released a kit with all new tooling in 1/48 scale which is the F-94C Starfire. Kit includes detailed interior, a fine set of decals and a fret of photo-etched detail parts. Kitty Hawk is a new modeling company and this F-94 is their first kit. The kit seems to be done with good detail but for further info see Steve Muth's photo essay in this month's newsletter. I hope to see much more from this company and also hope that they maintain the same fine quality that is indicative of this kit. Check out their website (which still seems to be under construction) for other kits at <http://www.kittyhawkmodel.com/>.



DRAGON/CYBER HOBBY 1/72 VAL DIVE BOMBER

Most people think of Dragon/ Cyber Hobby as mostly armor kits but they do have aircraft. In this case it's the Imperial Japanese Aichi Type 99 'Val' Dive-Bomber (kit #- CH05045). As with Dragons reputation for fine detail and good fit, it seems this kit doesn't let you down. All reviews that I have read have confirmed that fact and the price is within range of kits in this scale. It lists for \$38.69 at Squadron. Per Squadron "the kit features fine engraved panel lines, detailed tandem cockpits, Kinsei radial engine likeness, spatted landing gear, separately molded control

surfaces and flaps, optional folded wingtips, centerline 250 kg bomb, underwing 60 kg bombs (x2), bomb cradle and shackles, dive brakes and your choice of 1-piece closed or segmented open greenhouse canopy. Decals and painting notes for eight IJN aircraft at Pearl Harbor, 7 December 1941: Akagi based (x3), Soryu based (x1), Hiryu based (x1), Shokaku based (x1), Zuikaku based (x1) and Kaga based (x1) - includes prop blade tip stripes and fuselage bands". Sounds like a deal and a half to me! Squadron's web site is <http://www.squadron.com/product-p/ch05045.htm>



IWATA REVOLUTION M-1 AIRBRUSH



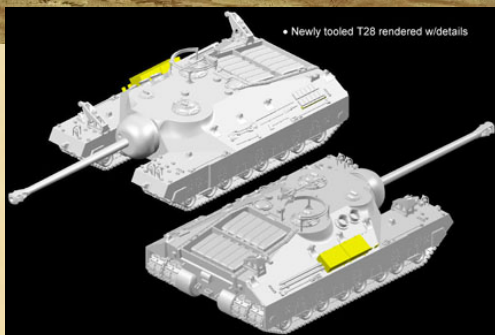
Iwata is one of the biggest and some claim best air brush manufacturer by far and they have introduced an airbrush

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that is not only a novelty but Iwata claims that is has “the best performance and quality in its price range”. It is the Iwata Revolution M-1. It has a single action trigger which is gravity fed with an internal mix. It lists for about \$165 and for that price it better serve orange juice in the morning. This product is so new that I can’t find it on their website but I did find it at https://airbrushes.com/product_info.php?osCsid=4671e8e238562a97029f4be798b8a244&products_id=21397. I thought it was so unique that I had to mention it.

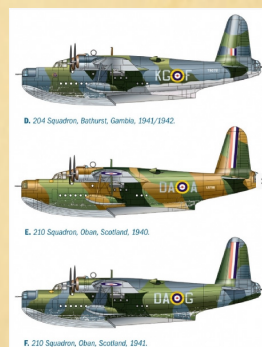
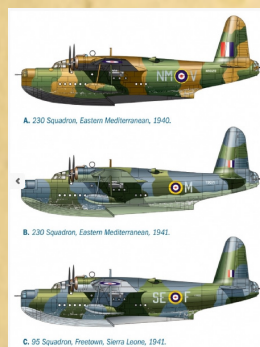
DRAGON SMART KIT 1/35 T28 HEAVY TANK

This is a model of a US 95 ton heavy tank that served at the end of WWII. This kit is huge and I have to admit that I have never seen one like this before. It has two sets of tracks just to handle the weight. There are too many goodies to list in the kit but all I can say is that Dragon has done it again. I am definitely getting one even if it’s just to have it but I will get to it for sure. The kit lists for about \$70 and was released this past September. Click on this link to see this awesome thing <http://www.dragon-models.com/d-m-item.asp?pid=DRA6750>



ITALERI 1/72 SUNDERLAND Mk.1

Italeri just released the Sunderland Mk.I in 1/72 scale and looks to me like a fantastic kit. I have seen one and the detail is excellent. This kit includes decals for 6 versions and is produced from all new molds with P.E. included. This “flying boat” was one of the RAF’s most famous a/c of WWII. Click to get to Italeri’s website and see this kit of an awesome flying boat: <http://www.italeri.com/&prev=/search%3Fq%3Ditaleri.com%26hl%3Den%26biw%3D1600%26bih%3D805%26prmd%3Dimvns&sa=X&ei=ZGxzUNyaLpCE0QHU0ICIAw&sqi=2&ved=0CDIQ7gEwAA>. Sorry for the long link but that’s how Google translates this site. More congrats are in order for Joe Yager, Steve Andreano, Joe Iraci, Bob Demaio and even me for winning big at the AMPS EAST SHOW & CONTEST.



Well that’s all for now and stay safe.
Keep building and Peace to you and yours,
Roger Carrano – V.P. LISMS

Show Calendar Listing for 2012

See Bob DeMaio for details

Date	Event & Location	Website	Day
Oct. 20	2012 HVHMG 26 Elks Lodge 29 Overocker Road, Poughkeepsie, NY	www.hvhmg.com	Sat
Nov 10	LIARS Freeport, NY	www.wix.com/liarsmodelcarclub/liars	Sat
Nov. 17	Long Island Figure Show Freeport Recreation Center Merrick Rd. Freeport, NY	http://www.longislandmodelsoldiers.com	Sat



Photo: Al Zygier

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.alsandmdseco.com

Alan & Sandy, 848 Long Island Ave. Dear Park, NY 11729, (631)254-2650, Collectibles, Action Figures, Miniature Toy Soldiers, Models, etc.

Baseline Model Inc.

Eric, 250 Little East Neck Rd., West Babylon, NY 11704, (631)376-0060, Military Model Specialist, old and new kits bought and sold. Retail and Mail Orders. Closed Mondays.

Get It On Paper

Gary Weickert, 185 Maple St., Islip, NY 11751, (631) 581-3897, open every Saturday noon to 5 PM. - Vintage Toys & Model Kits, Automobilia & auto Literature. Model kits wanted.

Gold Coast Hobby

www.GoldCoastHobby.com

Charles Gonder, 8 railroad Ave, Glen Head, NY 11545, (516)759-9094, Planes, Boats, Cars & Armor. A full line hobby shop dedicated to customer service.

Men-At-Arms Hobbies

James Katona, 134 Middle Country Rd. (Rt. 25), Middle Island, NY (631)924-0583- Excellent selection of lead miniatures-Historical and Fantasy. Plastic Models, War games & Modeling supplies. Books and Magazines.

The Marx-Man

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

Trainville Hobby Depot

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



IPMS APPLICATION

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.

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

☐ New☐ Renewal

IPMS #

Name: Address: City/State: Zip: Phone: E-Mail: ☐ Junior (17 or younger) \$12.00☐ Adult 1 year \$25.00☐ 2 years \$49.00☐ 3 years \$73.00☐ Family (1 set of Journals) ! Adult fee + \$5.00 X # of cards?

Your Signature:

PAYMENT OPTIONS:

☐ Check:

Check #:

Amount:

Credit Card:

☐ Master Card☐ Visa

Card Number:

Exp. Date:

Billing Address
if different:Name: Address: City/State: Zip: Phone: E-Mail: 

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