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RED, WHITE & SPRUE

Volume 20 Number 4

★ LISMS NEWSLETTER ★

April 2013

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Next meeting date:
Monday, April 15th
7:30 pm to 10 pm
Levittown Public Library
 1 Bluegrass Lane, Levittown, NY.

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Model: **Fairey Gannet**
1/72 Scale by Chris Warren
 Photo: **John Musolino**



IN THE PILOT SEAT

April is the start of Springtime and we can smell the Model shows in the air! Mosquitocon will be a week past the event as you read this. I'm hoping that many of us will attend their show as they have made efforts to support our show. Too bad I can't deliver any news

about the show until next month, but I expect that it will be a success for Bill. I understand some Long Islanders don't attend because of the expense to cross two major bridges. In New York the revised expression is, "There are three things in New York you can count on, death, taxes and higher bridge crossings." LOL!!! On a positive note, we have RepLIcon happening next week and we don't have to cross bridges! No doubt in the events happening these two weeks are fantastic shows.

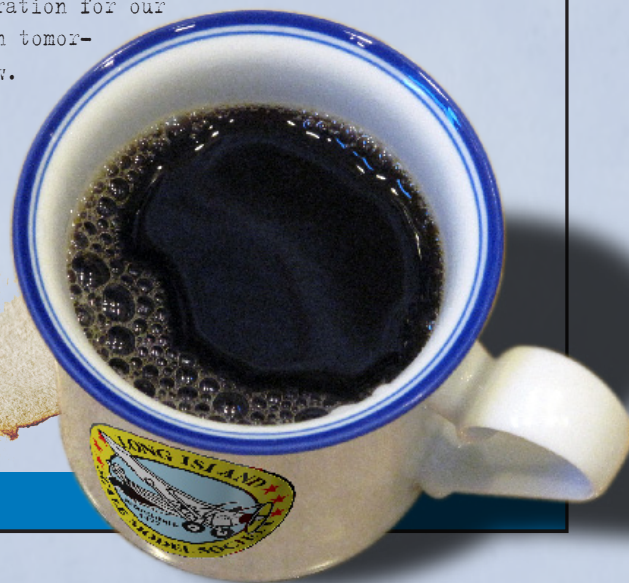
As you have noticed, I had egg on my face from last month's newsletter when I said FEMA has left the building. In my defense, the Freeport Admins had a date they were moving out in March, but Doug and I were told that FEMA extended their stay twice and now a third time which affected us. It's a good thing that I had asked the Rec Center back in January to give us first priority to use the other two rooms if FEMA did not vacate. I guess my gut feelings for a Plan B wasn't wrong. I had several calls the past three weeks that boosted the vendor tables up from 49 to 62. There was also a boost of a few more Trophy Packages from local IPMS Chapters. A nice thank you goes out to them. Those of you who visit Steve at Willis Hobbies in Mineola and Jim at Men-at-Arms Hobby Shop in Middle Island, please thank them for their support. Ed Sexton from Revell will not be at our show but Steve Matero will be there representing them. Revell has donated a big box of kits and a large 1/350 scale Bismark to our show. Let's pass the Revell table and ask Steve to pass on the "Thank You" to Ed. Bring lots of extra cash to RepLIcon!!! There's going to be LoS (LOTS of STUFF)!!!

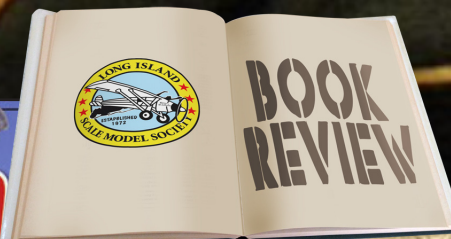
I sent an e-mail to the Stratford Chapter and asked if what I heard was true about them giving up on their show completely, but I didn't receive a response. They were kind to send us a Trophy Sponsorship and I encouraged them to try continuing future shows. One of our club members has suggested we move RepLIcon from the springtime to the fall to take Milford's spot. Something to consider???

Okay guys, I have more preparation for our show and will be at Mosquitocon tomorrow. So I will sign off for now.

Keep building those models!

Bob





edited by Tim Callaway, published by Dan Savage, 2012, 130 pages, SB Magazine, \$15.99

Reviewed by Steve Muth

It is hard to say why I like this book/magazine despite it having disappointed me in many ways. What it does, it does very well. The book covers the genesis, development, production and utilization of the Bf 109 in a very readable manner with many new (to me) photos. There are many photos and the color shots are all great including a few of war time aircraft. There are lots of photos of the early A, B, C and D variants – even two nice color shots of Bf 109Bs. All the main types are covered in separate chapters: Models Bf 109A through D, Model Bf 109E, Model Bf 109F, Model Bf 109G, Model Bf 109K, Model Bf 109T Carrier fighter. Additionally, There are chapters on Erick Hartmann, Dead ends and desperate designs, The EADS Heritage Flight Bf 109G/HA-1112-M1L, Czech Mules and Spanish Pigeons, and a three page listing of survivors.

Did I say the photos are superb? They are! And, the re-

production of them is really good too. There are color shots of war time aircraft and contemporary warbirds both flying and in museums. There are some nice photos of some of the more esoteric experimental aircraft like the Bf 109 with wide track undercarriage.

What disappointed me is the tease of that great photography and color reproduction and the incompleteness of the walk around photos in the chapter on the EADS Heritage Flight's Bf 109. To be fair it does have nice color cockpit shots of the Bf 108, the EADS Bf 109G, and the RAF Museum's Bf 109E-3.

What is nice is the price – only \$15.99 at Barnes and Noble! Highly recommended!

PS. What is my favorite photo? It is a color photo of a Finnish Bf 109G-2 on page 118. It may be colorized but it's a great shot! 🇫🇮



1/48 CURTISS P-40 E, K, M, N WARHAWK

By Hasagawa

**Stock Number: Multiple numbers
from different releases**

By Fred Seitz

Over the last several years, Hasegawa has really been upping their game as far as designing, engineering and producing models kits is concerned. Not that they ever produced BAD kits, (Some were better than others of course) but I believe that with Tamiya's rise in kit quality as well as other kit manufacturers really turning out some real quality models, Hasegawa had to get busy, buckle down and bring their 'A' game.

The P-40 is one of the most popular subjects for kit manufacturers to produce. They are VERY popular kits and really sell. While most are pretty good, there are usu-

ally some kinds of shape or fit issue that the "Modeling Elite" find fault with, rendering the kit to be no good. Not so with these kits from Hasegawa. They are, excellent, and if I dare to say so, the BEST P-40 kits ever produced in ANY scale. The 1:32 scale version is just as nice, if not better!

You can tell by opening the box that this kit is a winner and it will not disappoint. The cockpit is well done and even though there after market detail sets out there to dress it up, you really just don't need them it's that good. Fit of all the major assemblies is fantastic, landing gear,



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radiators and cowl flaps, (Which MOST kits only have represented in the closed position...) surface detail, everything is crisp and spot on without being overdone.

Instruction sheets are easy to read and understand while the decals usually come with three or four different choices of markings for your model. They also lay down nicely and react well to the usual setting solutions.

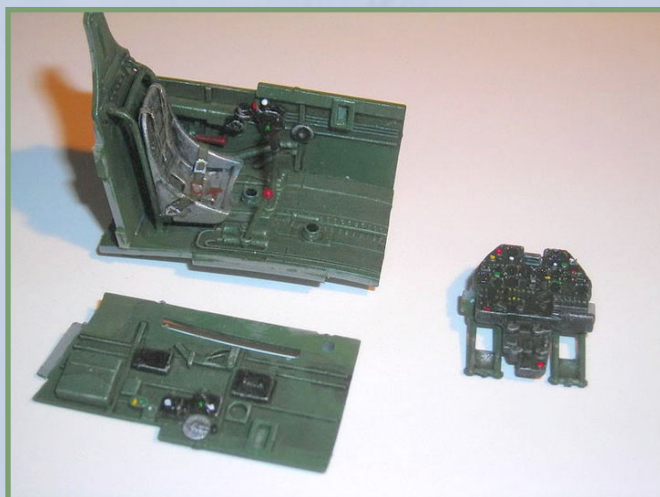
If I could pick out one flaw with the kit, it would be all the plugs and parts that need to be added in order to make one P-40 or another.

Since P-40s basically looked the same during their entire production run, Hasegawa was able to engineer in to the kit, ways to use the same molds for MOST P-40s, and by adding a few little sprues here or there, you could change the boxing to a P-40E, then add this and now it's a

P-40K, or an M, or N and so on.

The only thing I would caution here is, MOST of the time, where these different attachments attach, the seam does not always line up with where a seam would be, on the real aircraft. This means you have to make that seam go away without destroying the kit's detail in the immediate vicinity. It's not always an easy task. However, that being said, the kit is a winner, and when one encounters these add-ons and plugs, be careful and you WILL be rewarded with a fine looking piece of plastic.

I have built three of these so far, two P-40K's and an E, and I enjoyed every every one of them. Bobby has a bunch down there at the store and with both NJ and LISMS shows coming up, it shouldn't be hard to score one or two at a reasonable price. 🐻



See Photo Essay on P-40 on p9



1/72

Brummbär

by Trumpeter

Kit No. 07212. Part Two; Paint

Reviewed by Phil Trusinski

Well, the more I worked on this kit, the more I hated it. While it compares favorably to the 1/72 kits I recall from my childhood, 20 years ago, it's weak compared to the competition available these days.

For comparison, I've recently done "Pegasus" and "Dragon" kits in 1/72. The Pegasus kits had a little less detail, but the subjects were more interesting. In particular, they have many kits depicting my favorite subject; German "Paper Panzers". Even these inexpensive Pegasus kits, intended more for war-gamers, had moveable guns and turrets. The main gun on the Trumpeter Brummbär is molded solidly in place. The supplemental machine gun is also molded in an out of scale thickness. The Dragon kits were much more detailed in 1/72. They almost appear to me miniaturized Dragon 1/35 kits.

The worse problem? The tracks. For an armor kit, that's a pretty important component. In this case, they were molded at least five links too short. If they were too long, you could always remove a few links. Too short you're stuck. Stretching them to fit, one snapped. I sutured it with black thread, and reinstalled it the best I could. In the case of the second track install, I warmed it gently with a hair dryer, thinking that softening it would allow me to install it. It did. But as it cooled it tightened again, deforming both the idler and sprockets. In both cases, the installed track has inconsistent stretched parts and tears along the entire length. It really ruins the completed model.

Painting? A fairly conventional paint scheme of panzer yellow over panzer grey. I used my normal preference; Floquil paints. They're almost a semi-gloss, so I can use less "Future" floor finish before I apply the pin washes. In the

case of the washes to highlight detail, I first used artist's oil black. I thought it would complement the grey well, but it proved too dark. So this wash I applied only near the en-



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gine vents. The remainder of the vehicle got an artist's oil pin wash of burnt umber. This gave a much more realistic appearance than the black did.

In the case of the panzer yellow, I air brushed the camouflage through a mask made of painters blue tape. To add a little dimension to this coat, I air brushed the yellow through some photo-etched brass. To get this pattern in the finish, the mask had to be directly on the surface. A little gap and the pattern is lost. I've seen photographic evidence of a vehicle painted with such a pattern, but it was Russian. However, I wanted to experiment a little as I didn't like the kit anyhow.

Then the decals, assisted by "Solvaset". Testor's "Dullcoat" followed, thinned with lacquer thinner. On top of this I did a very light dry-brush to further highlight details. This was done with the panzer grey lightened with sky blue. I had read online that this works better than lightening with white, as the results are more subtle. It does seem to work. The dry-brushed highlights look more natural.

Finally, artist's matt finish was applied, again thinned with

the lacquer thinner. At this point the white of the decals looked too white. So a light misting of very dilute panzer yellow was air brushed on. While still wet, I took a cotton swap moistened with thinner and manipulated this thin coat. This simulated where rain has streaked this final coat of "dust" on the vehicle.

A largely disappointing result for all the effort. The faulty tracks were a huge problem. If you really want to build this vehicle in 1/72 scale, and you really want this kit, I suppose you could scratch-build armor skirts out of thin sheet stock. In this way, you can leave a gap in the tracks and then hide the gap under the skirts. If nothing else, I had an opportunity to experiment with the paint scheme and get a little practice.

Then again, it gave me an excuse to write this article. We can't let the newsletter be all aircraft every month. There's got to be something for the armor guys to look at once and a while! 🖌️

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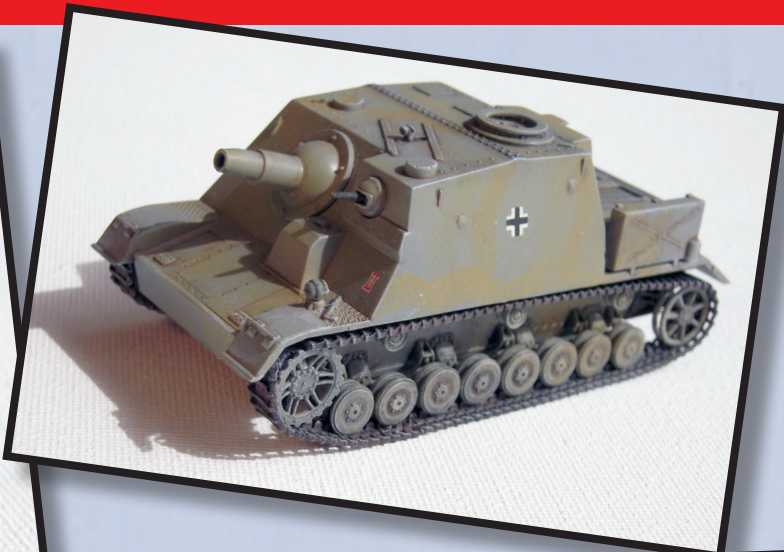


Photo Essay



By Steve Muth

P-40E/KITTYHAWK I

The RAF AK987 Kittyhawk I shown here is the equivalent to the P-40E and has been restored as such in the markings of Col. Bruce Holloway. It was photographed in October of 1981 and May of 1990 at the National Museum of the USAF outside of Dayton, Ohio. 🛩️



Fig. 1 P-40E Kittyhawk NMUSAF Cockpit left forward



Fig. 2 P-40E Kittyhawk NMUSAF Cockpit right forward



Fig. 3 P-40E Kittyhawk NMUSAF Cockpit right



Fig. 4 P-40E Kittyhawk NMUSAF Cockpit left

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Fig. 5 P-40E Kittyhawk NMUSAF Gun sight through left windscreen



Fig. 6 P-40E Kittyhawk NMUSAF Drop tank



Fig. 7 P-40E Kittyhawk NMUSAF Cowl flap interior



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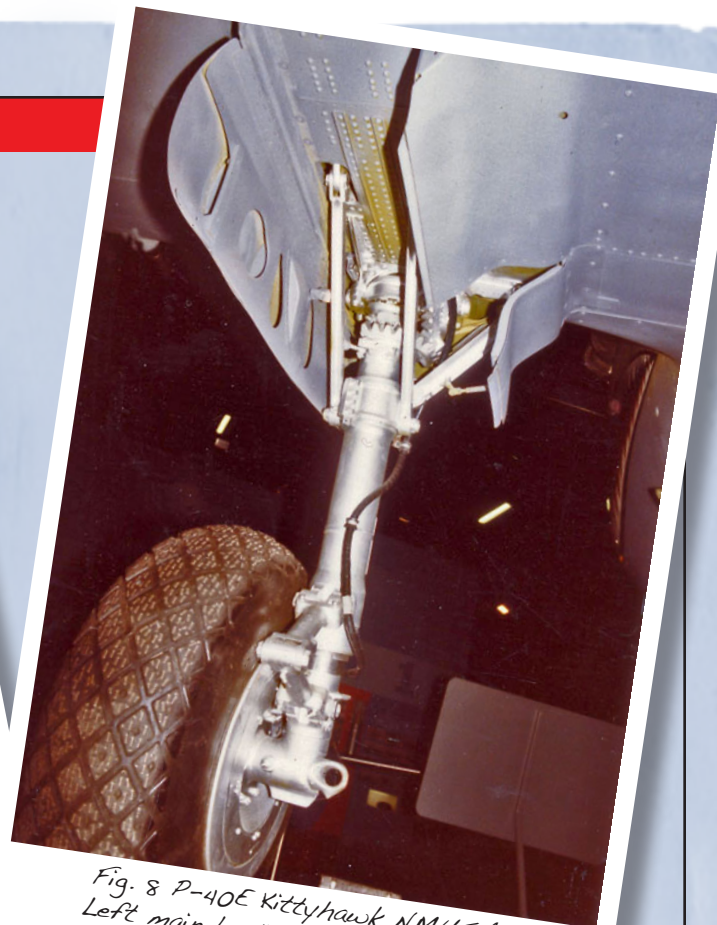


Fig. 8 P-40E Kittyhawk NMUSAF
Left main landing gear rear inboard



Fig. 9 P-40E Kittyhawk NMUSAF Left main
landing gear wheel well

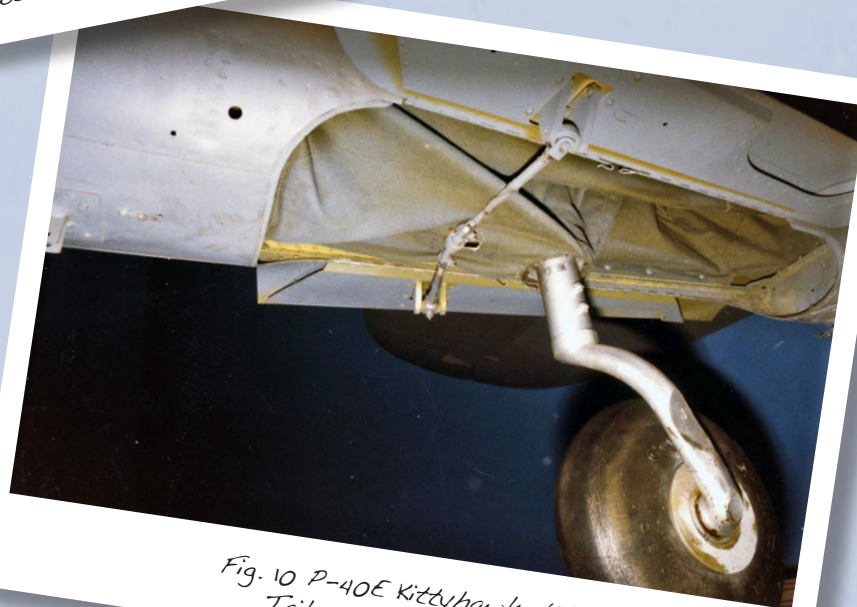


Fig. 10 P-40E Kittyhawk NMUSAF
Tail wheel and wheel well



1/48

XP-56

Czech Model # 4808

Reviewed by Steve Muth

In February 1940 the U.S. Army Air Corp issued a proposal R-40C for a new fighter with a top speed of 525 mph. Its purpose was to explore new fighter concepts. Three companies responded – Vultee with a twin boom pusher XP-54 Swoose, Curtiss with a pusher canard configuration XP-55 Ascender and Northrop with a pusher tailless aircraft, the XP-56 Black Bullet. All were funded and built prototypes. All three were failures and did not enter production. However they did yield some good data to be used later on other aircraft. Northrop, in particular, used the flying wing data for later flying wing designs.

Two of these have been released as 1/48 kits, the XP-55 Ascender and the XP-56 Black Bullet. So far the XP-54 Swoose has only been released in 1/72, as a vacuform, by Nostalgia.

Now to the kit – Around 2001 the Czech Model Company released a 1/48 kit, #4808, of the XP-56 Black Bullet as a short run low pressure injection molded product with additional resin parts for some of the cockpit, landing gear and air intake details. Luckily, it makes into an accurate representation. There are a few things that will need some work but it is all there.

There are 31 styrene parts molded in the ubiquitous medium gray plastic, 28 parts in crème resin and 2 vacuform canopies. The moldings look good with petite recessed panel lines. The wings are standard 2 piece affairs and will doubtless require some thinning. There is very little flash and no sink marks were visible on my kit. The wheels are rendered very nicely and flattened resin wheel are provided. These though are different and do not look as good as the injected ones. All the landing gear parts look good but may be a bit delicate. Propeller blades also look good. As usual, the resin parts are nice and crisp. As with most, if not all, short run kits there are no locating pins or tabs. This is not

as bad as it sounds because the wing joint has substantial gluing area and so may not need to be pinned. One area that will need improving is the rather prominent exhausts. The kit only has dents and blobs. It should be simple enough to drill them out and insert some tubing. Another area that will need some attention is mounting the propeller blades to the spinner. This will probably require drilling, pinning and jigging. The decals are excellent, providing the Stars and Bars, s/n, a Northrop logo and numerous “No Step stencils”. The instruction sheet is a 4 page affair with a 12 step assembly sequence, a parts diagram, a 4 view painting guide and a potted history.

All in all it is a nice kit but, as with most short run kits, it will require some modeling skills. Recommended for modelers with some mixed media experience. 🖌️

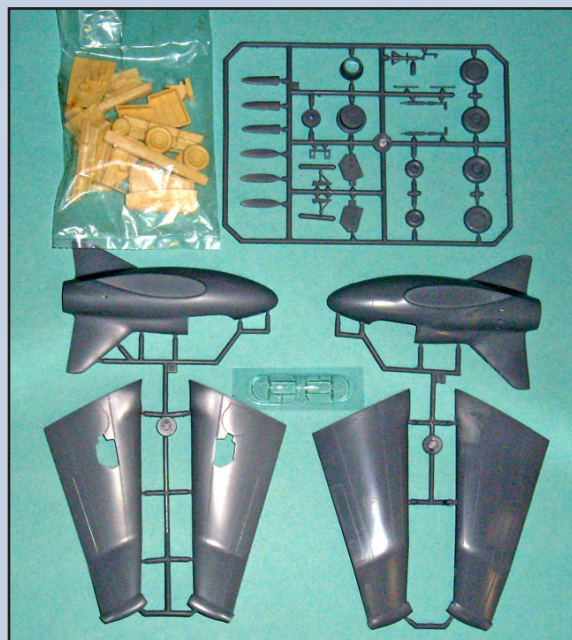


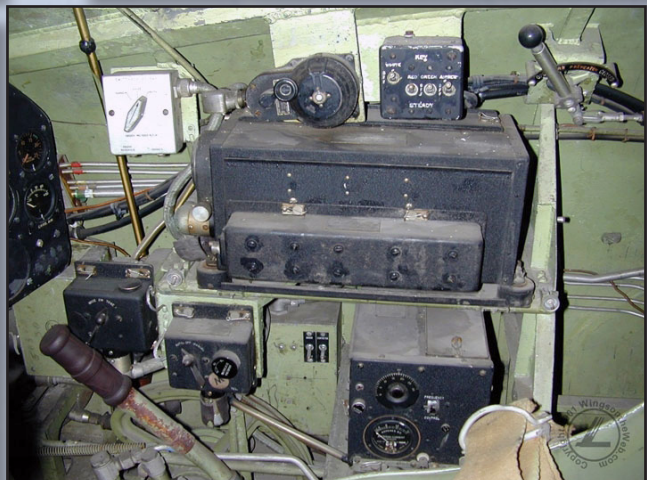
Photo Essay



By Steve Muth

XP-56 BLACK BULLET


Wings on the Web has allowed me to publish these cockpit photos for additional color and detail reference. Further information is available in "American Secret Pusher Fighters of World War II" by Gerald Balzer and published by Specialty Press in 2008 in hard cover for \$39.95. It is the best out there on these three aircraft and has many cockpit and detail pictures, albeit in B & W. 🛩️

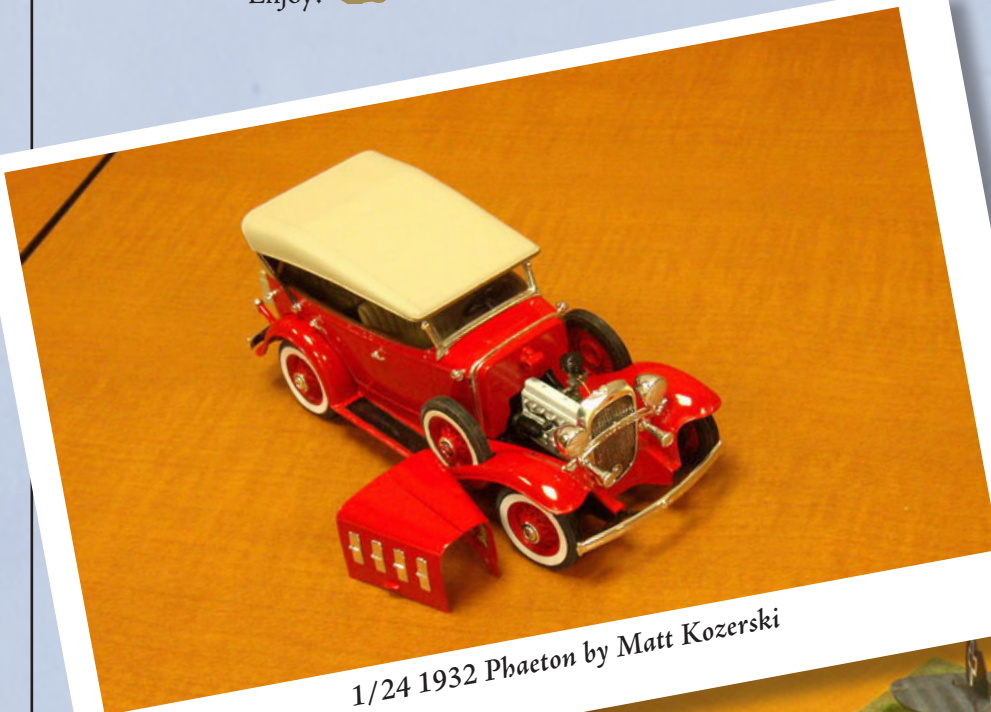


Seen on the Table

AT THE MARCH 18TH 2013 MEETING

*All photos by Steve Muth
unless otherwise noted.*

Well the snow seems to have kept attendance low this month. As a result there were only five models on the table for us to ooo and ahaha over. There were two aircraft, one tank, a car and a gun. On the positive side they were good and generated some "How did you do that?" conversations. Enjoy! 



1/24 1932 Phaeton by Matt Kozerski



1/32 Albatros D.Va by Joe Haberkorn

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1/35 17 pounder Pheasant by Steve Andreano



1/35 Churchill tank by Bill Koppas



1-35 Dingo by Matt Kozerski

Show Calendar Listing for 2013

See Bob DeMaio for details

Date	Event & Location	Website	Day
April 13	RepLIcon 26 130 Merrick Avenue Freeport, NY 11520	http://www.lisims-ipms.org	Sat
April 14	Buffcon 30 Knights of Columbus Club 2735 Union Rd Cheektowaga, NY	http://www.ipmsniagarafrontier.com/	Sun
May 3-4	Noreastcon 42 Radisson Inn 175 Jefferson Rd. Rochester, NY	http://www.ipmsrochester.org	Fri-Sat
May 10 & 11	MFCAs 71st Annual Show Valley Forge Convention Center King of Prussia, PA	www.MFCAShow.com	Fri-Sat
Aug. 7-10	IPMS 2013 National Convention Colorado	www.ipmsusa.org	Wed-Sat
Sept. TBA	AMPSEAST 2012 Crown Plaza Danbury	www.militarymodelers.org	Fri-Sat
Oct. TBA	Model Fest '11 Knights of Columbus Hall 625 Bridgeport Avenue Milford, CT 0646	http://www.ipmsstratford.org/	Sun
Oct. 19	HVHMG Elks Lodge 29 Overocker Road Poughkeepsie	www.hvhmg.com	Sat
Nov. 9	LIARS Freeport, NY	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov. TBA	Long Island Figure Show Freeport Recreation Center Merrick Rd. Freeport,	http://www.longislandmodelsoldiers.com	Sat

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

☐ New☐ Renewal

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