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RED, WHITE & SPRUE

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★ LISMS NEWSLETTER ★

May 2013

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Next meeting date:
Monday, May 20th
7:30 pm to 10 pm
Levittown Public Library
 1 Bluegrass Lane, Levittown, NY.

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Model: **B-25B Mitchell "Doolittle Raider"** - 1/72 Scale by Allan Buttrick
 Best Pacific Multi Engine Bomber
 Photo: John Musolino



IN THE PILOT SEAT

Bring your pen and pads guys! Kyle is going to show us how he works with Photo etch parts. Something that is difficult to ignore if you want to spice up your models. I started using more PE pieces on models to dress up certain areas. I just hate when they keep falling off when touched. The last halftrack I did I kept breaking off one of the rear flaps, sometimes both about seven times. So make this meeting and find out how Kyle does it.

Our RepLIcon show was a success! The results have been posted on our website. Comparing track numbers over the past years, there were seven less modelers entered (72) which could account for the smaller entry numbers (250), but not much.

We received numbers from Buffalo's Buffcon. They reported 350 entries and thirty-three vendors filling 80 tables. Their combined attendance claims to number 500 which match about who attends our RepLIcon one day shows.

I do not have any Noreastcon 42 numbers from Rochester yet. It's nice to know turnouts from year to year and city to city. These numbers are important to help chapters decide on hosting any future shows.

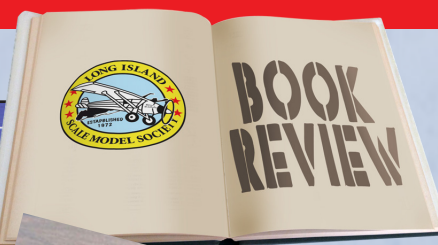
As it was expected, a Region 1 chapter has not stepped forward to host Noreastcon 43. Rather than not have a regional, we will host another one. I wish to mention that when I went to Noreastcon 39 in Buffalo in 2009, I thought they did a dynamite show and thought they would have attempted another by now. Each year is getting more difficult for chapters to host. We are fortunate to be able to carry on the regional tradition. I have been working on the budget already and we will post rules, categories, and specials very early this time, probably earlier than ever before. I would like to make this event as memorable as the last two Noreastcons we hosted. Host it, and they will come. Those who do come will be glad they did!

I heard from our Vice President, Roger, last week. He is in the process of recovering from his cancer treatments and is looking to return to the hobby very soon. I sent him a picture of my current model in progress to give him some building incentives. I haven't heard back yet. We'll see.

Keep building those models!

Bob





Edited by Tim Callaway,
Published by Dan Savage, 2013,
SB, 158 pages, \$15.99 at Barnes
and Noble.

Reviewed by Steve Muth

This is an excellent book on Northrop's F-5 but it is not particularly aimed at the modeler. That being said it has nice wide angle cockpit shots of various versions and upgrades plus six pages of detail shots of a mix of variants.


The first 28 pages are a short history of Jack Northrop, his company and his aircraft. Chapters follow on the Fang and Talon of the N-156 project (As it was known at the time), The Fighters, Skoshi Tigers and Commandos in Viet Nam, Recce Tigereyes and Tigergazers, Second generation F-5E and Tiger II, Swiss built F-5s, The Tiger and the Corsair II, F-5s abroad, The Aggressors, Display teams, Ultimate and unusual F-5s, Adversary tactics, The T-X program (to replace the F-5/T-38) and lastly, a list of survivors.

What I found most fascinating was the description of Iranian upgrades and modifications to the basic airframe. The F-5 is truly a versatile and successful aircraft with over 3800 built and used in 37 countries. It not only was built in the US but also in Canada, Switzerland, Taiwan, Korea,

and Spain. In addition, Singapore and Israel have been involved in many upgrade programs for various countries.

One of the secrets to the F-5s longevity is a program sponsored by the USAF to coordinate and share the experiences and knowledge gained by F-5 operators around the world. Symposiums are held annually where technical people from all the users are invited to share their experiences in maintenance, operations, logistics, and anything else that might be useful to other users. Anything from where or how to source unobtainium (Parts or material not available anymore) to what mods improved what aspect of the plane are open for discussion or presentation.

The F-5 is a major success story for the USAF and Northrop and looks to live on to 2020 and beyond. This book shows why. And, it illustrates the old axiom "Less is sometimes more).

Highly recommended!! 



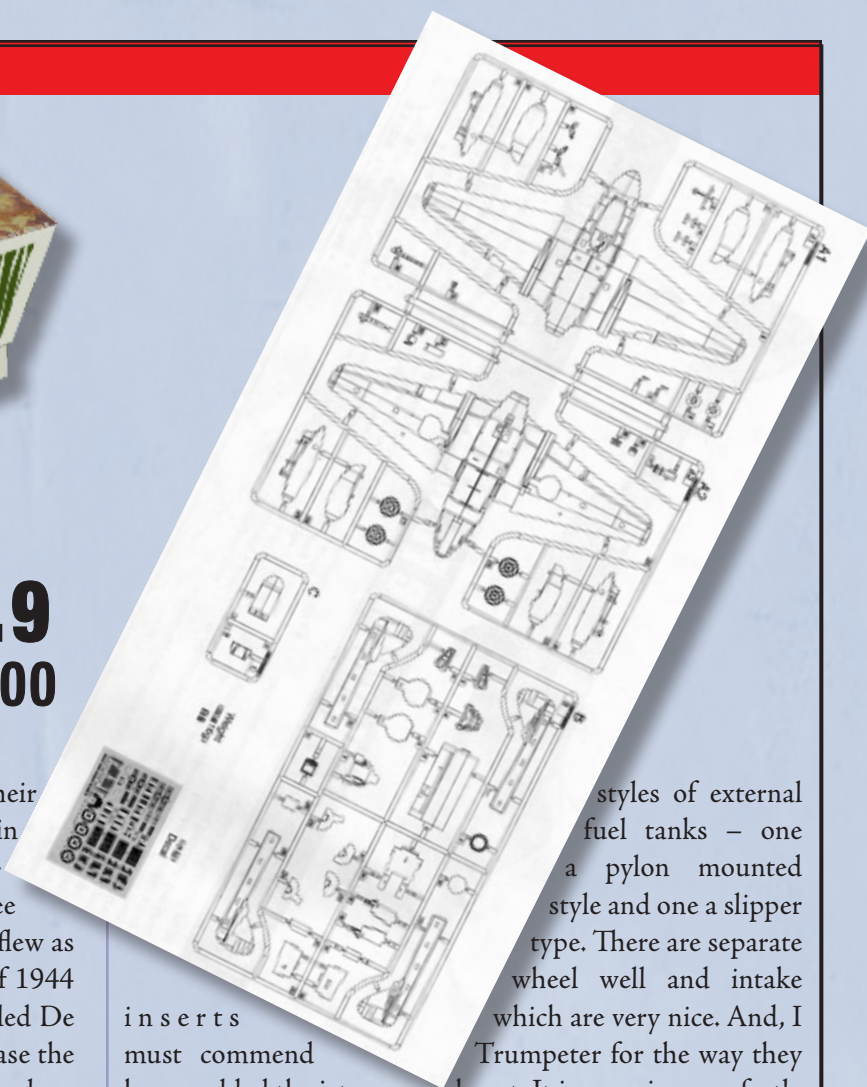
1/48 Vampire FB.9 Trumpeter # 02875, \$30.00

Revised by Steve Muth

The Vampire was Britain's third jet aircraft and their second jet fighter. The specification was drawn up in 1941. The mock up was ready in early 1942 and permission to proceed was given in May 1942. All three prototypes were completed by 13 May 1944. It first flew as the DH100 in September 1943 and by the spring of 1944 was surpassing 500 mph. Difficulties with stability led De Havilland to lower the tail plane by 13 inches, increase the chord by 4.5 inches, add a bullet fairing at the tail plane junction and increase the rudder area. These changes were implemented on the F. Mk. 3 onwards. Also, the wingspan was reduced about 2 feet and the tips squared off.

The FB.9 was the last major production variant. The design was very successful, with a total of over 5,000 being produced. Trumpeter's new Vampire kit is a very welcome addition to the world of model kits, being a vast improvement on the old Hobby Craft offering.

It is packaged in a sturdy top opening box with very nice box artwork as you can see. There are three sprues of gray styrene and one small clear sprue with the canopy and windscreen. There are a total of 59 pieces. There is no P.E. and no resin but there is still plenty of detail without going through the effort of P.E. and resin. I am sure the aftermarket guys will soon come out with a lot of goodies very soon. The molding is first class with petite recessed panel lines although the control surface recesses could be a little deeper. The fuselage is split horizontally with the upper wing halves molded with the upper fuselage half and the lower wing halves molded with the lower fuselage half thereby eliminating the wing fuselage seam joint. There are two different



inserts

must commend have molded the jet ex-

styles of external fuel tanks – one a pylon mounted style and one a slipper type. There are separate wheel well and intake which are very nice. And, I

Trumpeter for the way they have molded the jet exhaust. It is one piece, perfectly round about a ½ inch long with a hole all the way through it. It has no seam! Beautiful! The landing gear is nice too. The cockpit is a multi piece affair of 10 pieces including two side panels plus a decal for the instrument panel.

There is a decal sheet with markings for two aircraft, a set of stencils and an instrument panel, all with excellent registration. This is accompanied by two full color four view illustrations for coloring and decal placement. The instruction sheet is 8 pages, has a parts tree diagram and thirteen assembly steps. It is in the ubiquitous exploded view style with minimal text. Colors are called out for Mr. Hobby, Vallejo, Model Master, Tamiya and Humbrol paints.

All in all, a vast improvement over the Hobby Craft kit. And, although somewhat more expensive, is a welcome addition to the modeling world. Recommended. 🍷

References:

"Warpaint Series No. 27 deHavilland Vampire " by W. Harrison, Published by Hall Park Books Ltd., SB, 80 pages plus 4 page fold out – Excellent.

De Havilland Vampire, Venom and Sea Vixen" by P. Birtles, Published by Ian Allan Ltd., 1986, HB, 112 pages - Excellent.



1/72 XP-79B Flying Ram RS Models #92111, \$28.00

Revised by Steve Muth

The XP-79 has been on my wish list for a long time. It is one of this country's first generation jets; a contemporary of the Me 163 and Horton Ho IX flying wings. Originally, it was to be rocket powered to give it an extreme rate of climb up to 40,000 feet, much like the Me 163B rocket interceptor of the Luftwaffe. In the event, the XCALR-200A rocket motor had development problems so the aircraft was redesigned for two turbojets instead and designated P-79B. The Pilot operated the plane from a prone position permitting, it was felt, him to withstand higher "G" forces.

The XP-79B was flown for the first and only time on September 12, 1945 by test pilot Harry Crosby. While performing a slow roll fifteen minutes into the flight control was lost for unknown reasons. While bailing out Crosby was struck by the aircraft and fell to his death. Shortly thereafter the program was cancelled.

The Kit

The kit is packaged in a normal end opening box with color art work on top, color side and top views on the bottom with color key and decal placement instructions. The decals are nice and cover three

aircraft – the prototype at Muroc Dry Lake in September 1945, an alternative (What if) British Aircraft at Farnborough in 1946 and an alternative (What if) USAAF Home Defense, Alaska 1946.

There is one sprue of gray plastic with 34 parts plus one clear sprue with a windscreen and a canopy. The instruction sheet/booklet is four pages with an illustrated parts diagram and six assembly steps. The assembly instructions are not clear in a few instances, particularly with regards the landing gear. The moldings are nice with no sink marks and minimal flash. There are however prominent ejection pegs that will have to be removed from the wing inner surfaces. Panel lines are appropriate for the scale. There are no locating pins and holes and only dimples where the landing gear struts are to go.

As a flying wing with no fuselage as such (The pilot was lying in the prone position) the aircraft is split horizontally with a one piece upper surface and a one piece lower surface. The fins are solid one piece affairs (two of them) without rudders. There are inserts for the jet intakes that are blanked off inside and an exhaust piece with a tapered plug (onion) typical of early jets. It too is blanked off. Neither has any turbine detail. There is no P.E. or resin. The landing gear struts are petite and decently detailed.

A nice little kit for someone wanting to try a limited run kit. Or... if you just want a unique airplane. My only real complaint? I'd really like it in 1/48 scale to go with my other early jets models.

Recommended for anyone with a modicum of modeling skills. 🛩️

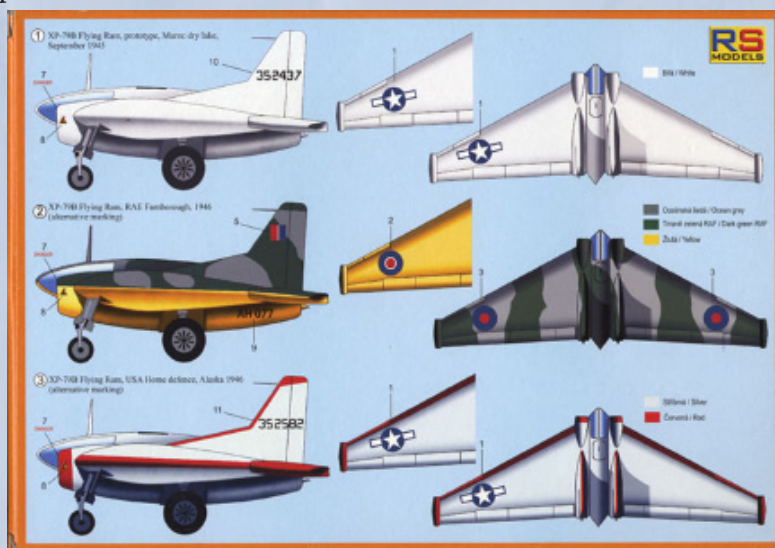


Photo Essay



By Steve Muth

VAMPIRE III

These photos of Vampire III, S/N VT812, were taken at the RAF Air Museum at RAF Hendon in the UK in April 1987 and March 1990. The cockpit is obviously not restored and the central panel of the instrument panel is missing. The main landing gear wheel wells have been sprayed silver overall while the nose landing gear well appears to have been restored.. 🍷

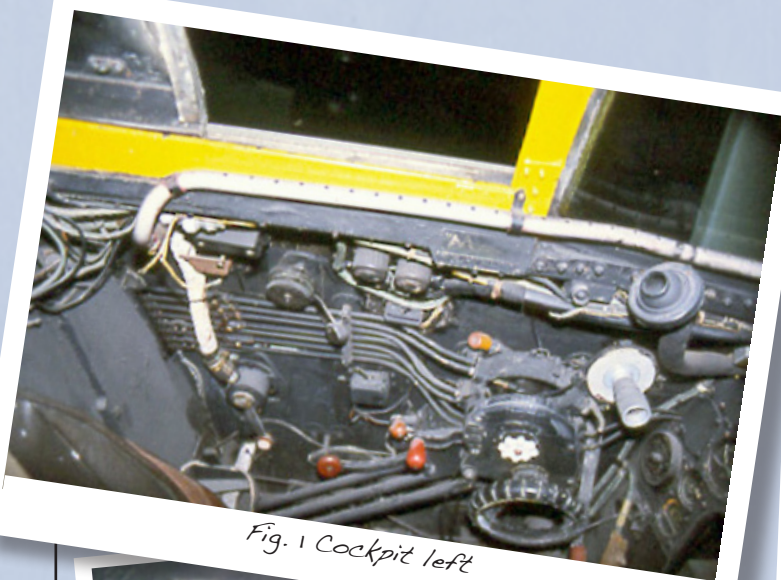


Fig. 1 Cockpit left



Fig. 2 Cockpit right forward



Fig. 3 Cockpit seat



Fig. 4 Cockpit right

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Fig. 5 Cockpit left forward



Fig. 6 Nose landing gear right



Fig. 7 Main landing gear well inboard



Fig. 8 Main landing gear inboard

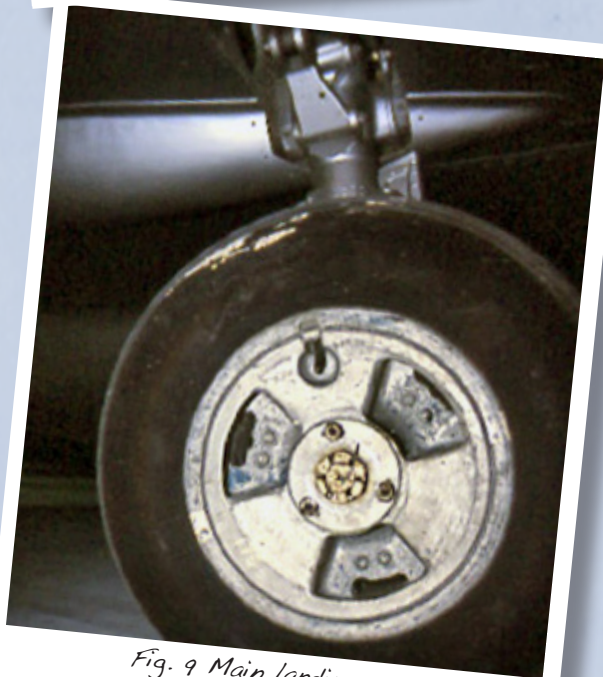


Fig. 9 Main landing gear



Fig. 10 Nose landing gear aft

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Seen on the Table

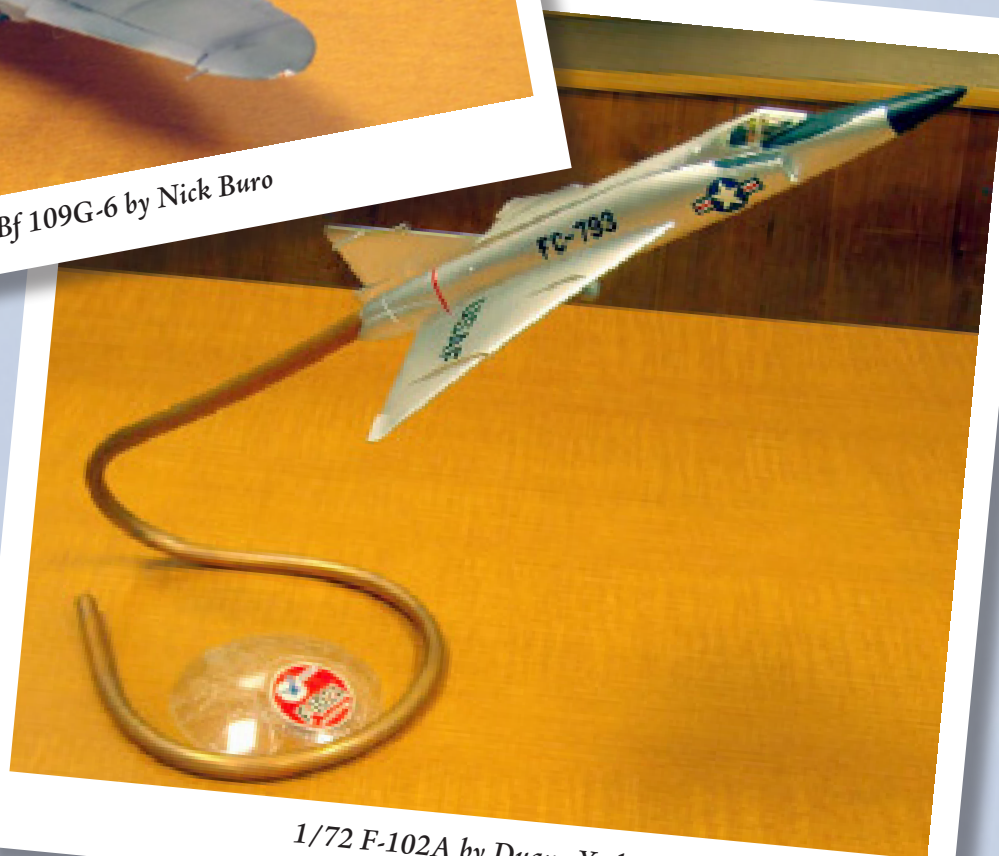
AT THE APRIL 15TH 2013 MEETING

*All photos by Steve Muth
unless otherwise noted.*

Attendance for the 4-15-13 meeting was rather low but we still had a few models to gawk at. Unfortunately, the camera gremlins released the GRAKOW and it ate several of the shots- Marshall's Restoration effort on his 1/72nd F7U, Enrique Valdez's SDZ-5 Russian Rocket launcher and Rich Marotta's 1/10th bust of a 101st Airborne Division soldier. Sorry guys. But, here are the ones I got to before the GRAKOW got to them. 🐉



1/32 Bf 109G-6 by Nick Buro



1/72 F-102A by Duane Yorke

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1/72 PBM-3 by Ray O'Neill



1/72 Su-2 by Ray O'Neill



1/72 XC-41 by Ray O'Neill



1/72 Su-7 M71 by Ray O'Neill



1/700 USS Albany by Marshall Viozard

Show Calendar Listing for 2013

See Bob DeMaio for details

Date	Event & Location	Website	Day
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

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.

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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.

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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

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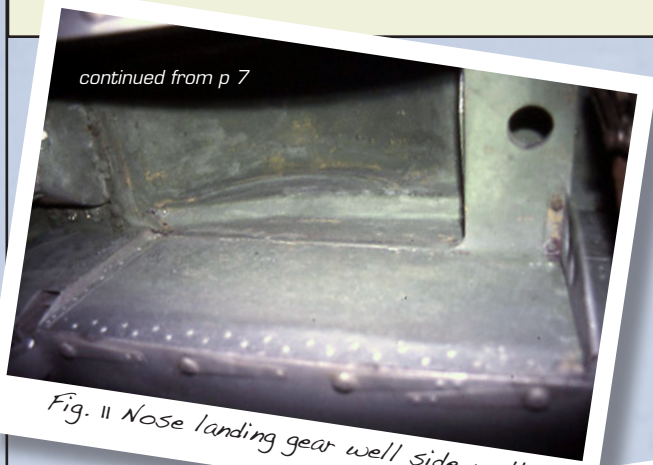


Fig. 11 Nose landing gear well side wall



Fig. 12 Nose landing gear well roof



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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:

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if different:

Name:

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City/State: Zip:

Phone: E-Mail:



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