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RED, WHITE & SPRUE

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★ LISMS NEWSLETTER ★

August 2013

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Next meeting date:
Monday, August 19th
7:30 pm to 10 pm
Levittown Public Library
 1 Bluegrass Lane, Levittown, NY.

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Model: **P-39Q - 1/72 Scale** by **David DeLang**
 Photo: **John Musolino**



IN THE PILOT SEAT

Lou will be giving a clinic on using the household Future Floor Wax method of applying it to canopies. I'm not sure if Lou uses it as a gloss coat on painted surfaces and includes this in his clinic. As usual bring down some built models or what you are working on for chit-chat. The 1/32nd B-17G is out and being distributed to buyers. If one of our members has the kit in time for our meeting, maybe they will bring one in so we all can drool on it. Not me for I will miss this meeting. Roger or Doug will take helm.

Please see Doug for your meager LISMS membership dues this year. We will be cutting you off the mailing list in September. First time visitors to LISMS are free to attend. After that we will be collecting a four dollar per person per night fee. Ex-members who do not wish to pay the yearly dues will immediately fall under the pay at the door fee. Like going directly to jail in Monopoly!?

It was a nice visit from Jeff East in Florida to share his enthusiastic humor. We always have an open invitation for other IPMS members to stop in when they are in the area. I e-mailed the Pelican chapter in Florida to prod them about entering a bid for another IPMS Nationals at Disney World. Wouldn't it be nice if we had all the Nationals at Disney? It's a great family vacation resort and families can consider having Family Reunions at the same time. The best is that none of us older members would feel aged! The chapter hasn't responded to me so maybe they will be bidding for it.?

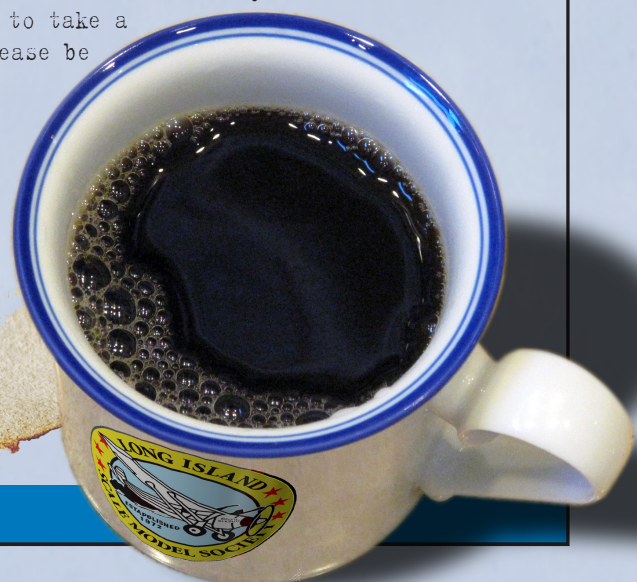
For members who have not attended recent meetings, setting up the tables at the Air Power Museum for our shows has been an issue, so we are paying extra for the rental company to deliver and setup the tables. All we will have to do is straighten them out. All the table lifting, carrying and stacking will be eliminated as well. The contest tables will still have to be covered. Again, check our website for the latest info!

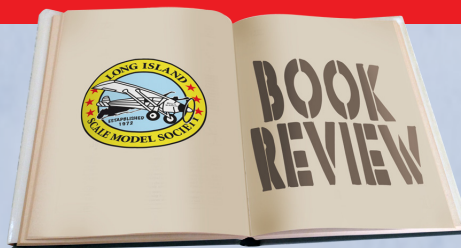
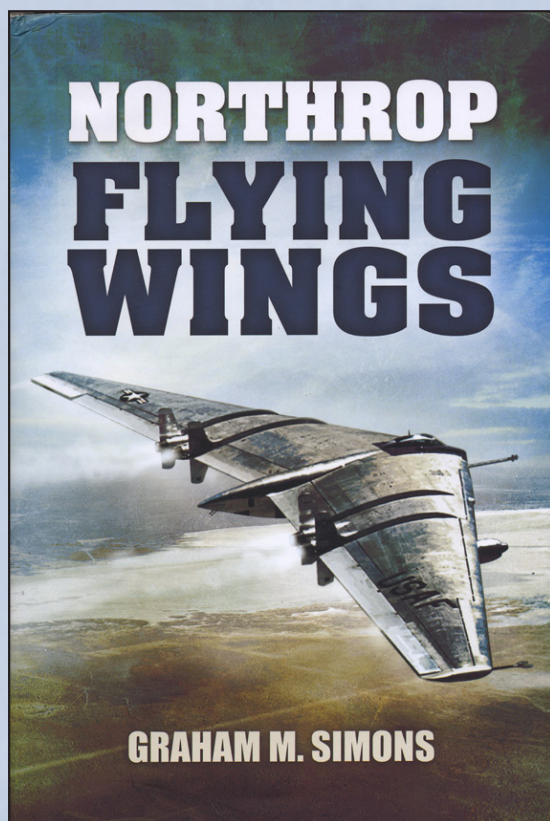
By the time you receive this newsletter, the IPMS Nationals will be over and we will be looking forward to the next one in Hampton, Virginia. If you haven't attended an IPMS National Convention, you really should make an effort! You won't be sorry!

If you are still scheduled to take a vacation trip this month, please be careful and safe.

Keep building those models!

Bob





Published by Graham M. Simons,
Pen and Sword Aviation, 2013, 256
pages, HB. \$29.85

Reviewed by Steve Muth

This is a great book! Not only is it very readable, it also has many new photos. It discusses Northrop's wings in the context of the times and others in field, i.e. The Horton brothers, Lippisch, Dunne and others. It goes into depth on the N1M and N9M experimentals and touches briefly on the MX334, XP-56, XP-79 and the JB-1 flying bomb. The bulk of the book covers the testing and the politics of the B-35 (pages 65-114), B-49 (pages 115-188) and B-2 (pages 231-428).

Graham Simons goes into great depth of the politics of the B-35/B-49 vs. the B-36 controversy. He has done a great deal of research into all the major protagonists and to these eyes seems to present a balanced picture. Certainly, there are valid reasons both for and against choosing the B-36 over the B-49. Without an autopilot, let alone a stability augmentation system, the B-49 was not a good bombing or photo recon platform. It also suffered from inadequate range as did all early jets. Perhaps more importantly its bomb bays were not large enough to accommodate the 60" of the then current nuclear weapons. Likewise, the B-36 was not without its problems. It was slow, cruising at about the same speed as its predecessors. It had severe engine problems and was very overweight. Pluses were its great range and the ability to accommodate the 60" nuclear weapons. Compounding the problem with both aircraft was the fact that the new B-47 was proving to be an

excellent aircraft. It could carry the 60" atomic weapons in the bomb bay but also had relatively short range. This short coming was to be overcome later with a large fleet of KC-135 tankers and in flight refueling. Between the politics in the Air Force and the politics in Washington Northrop lost. Most telling was the complete destruction of all airframes and tooling just days after the stop work order was issued. And, to add insult to injury, the government sent in their own people to do it – not trusting Northrop personnel. Everything was destroyed or taken including documentation. It was pure vindictiveness.

In the end, when the technology to control the wing was available, Northrop was vindicated with the B-2 and a new crop of unmanned combat air vehicles with the same or similar wings shapes. For sure many of the same quirks of all wing planforms are still there. However, those portions of the flight envelope are carefully avoided by the automated control systems so they cannot be encountered, even by accident.

From a modeler's point of view there are voluminous photos, mostly new, and many sketches of the landing gear and cockpit of the B-49. Not a full "Walk Around" by any means, but useful none-the-less.

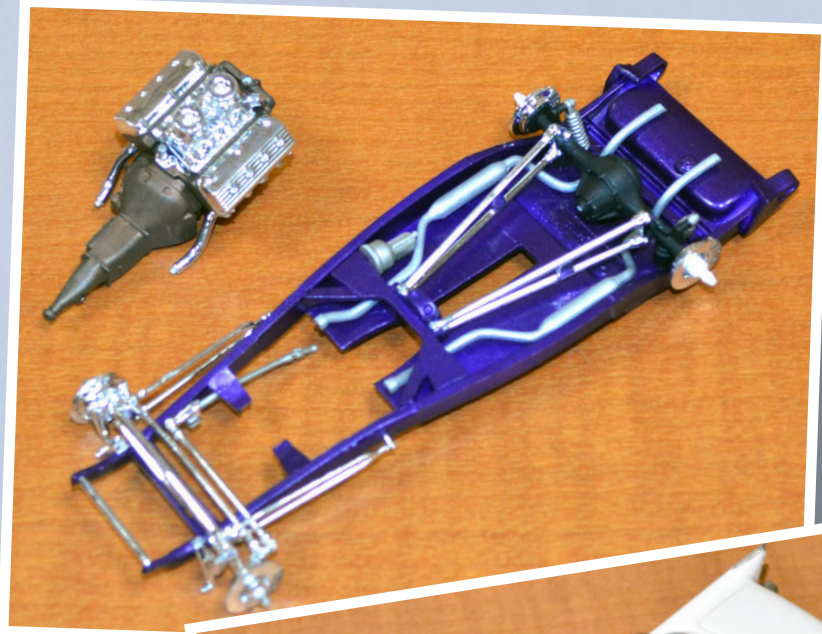
A good read and lots of new photos – recommended. 🛩️

Seen on the Table

AT THE JULY 19TH 2013 MEETING

*All photos by Steve Muth
unless otherwise noted.*

A small turn out this week. Only 7 models were on display. We had the usual mix of ship, cars, guns and aircraft. We continue to be getting more works in progress. I even brought my long suffering He 178 jet. 🚀



*1/24 '32 Ford chassis and motor
by Marshall Voizard*



*1/24 '57 Chevy
by Matt Kozerski*



*1/35 PAK 43-3 88mm gun in
work by Steve Adriano*

continued on p 5

continued from p 4

1/72 SB-2M-100 by Ray O'Niell



1/48 He 178V-1 First Jet
by Steve Muth



1/192 C.S.S. Neuse ironclad
in work by John Tantillo

1/72 Spitfire and F-86D by Steve
Adler





1/72 Caproni Campini N.1 Italian Jet

by RS Valom #72073, ~\$28.00

Reviewed by Steve Muth

Not many people know that Italy was the second country to fly a jet aircraft. On August 27th, 1940 Caproni Campini flew the N.1, the second jet aircraft to take to the skies. Neither the British nor the Germans were aware of the Italian jet program and the Italians were unaware of the British and German efforts. Work on the engine began in the 30s. It was a blower fed engine using a reciprocating engine to drive the compressor. In the N.1 it was a 588kW Isotta Fraschini L.121.R.C.40 fitted in the front of the aircraft. In 1938 the Italian Ministry of Aviation funded the construction of the prototype which was completed in the first half of 1940. After some flight testing it was revealed to the public and flew from Milan to the Regia Aeronautica test base at Guidonia near Rome. Testing revealed that the system was very inefficient and the performance rather low. Only a second aircraft was built but the Air Force had already lost interest. However, this method of propulsion was also used by the Japanese for their Ohka-22 and the Russians for their MiG-270 and Su-5. The first prototype, N.1, is on display at the Vigna di Valle air museum in Rome.

The Kit

A kit of the Caproni Campini N.1 jet aircraft has been a long time in coming in any scale. This is difficult to understand as it was the second jet to take to the air – on August 27th, 1940. I would have preferred a 1/48 scale but will settle for the 1/72 offering. It is a nice kit but has all the drawbacks of a cot-

tage industry kit. Starting with the basics – there are 32 gray injected plastic parts, 3 resin parts (The intake compressor fan and the 2 main landing gear wheels), 2 vacuum formed canopies, 1 P.E. fret, 1 acetate instrument panel (Should be two!) and 1 decal sheet with decals for the aircraft at two different times. It is all packaged in a very sturdy top opening cardboard box.

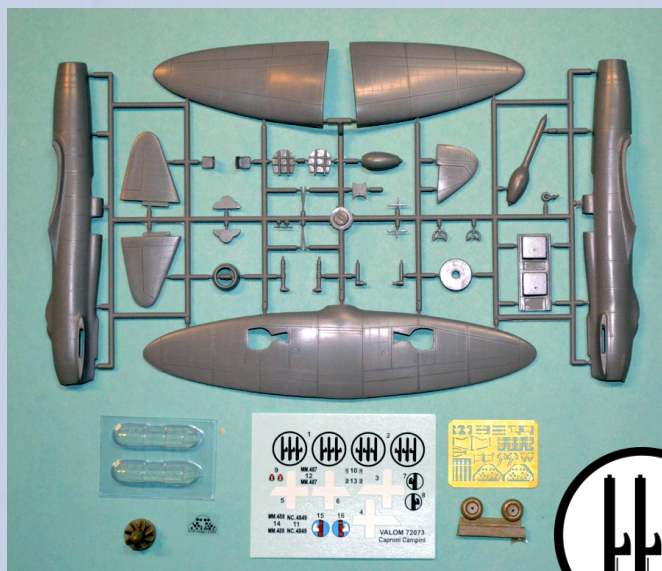
The cockpits are detailed with the basics – seat, instrument panel, control column and wheel, and rudder pedals – but little else. I'm not sure you would see much more unless you opened the canopies. The wheel wells have a little ribbing on the roof. There is no engine (you wouldn't see it anyway). And no crew members or pilots. The intake has a resin fan for the compressor and the exhaust has an onion to control the efflux. There are no locating pins or tabs so the main assemblies will need butt joints and pins.

The moldings are nicely done but the panel lines are a little heavy and deep. There are very light rivets everywhere which will probably look OK by the time you prime, sand and paint. There is no visible flash or sink marks. The tail surfaces are each one piece affairs insuring nice leading and trailing edges.

Instructions are on 4 small pages, are of the exploded view type and are adequate. There is a page devoted to a parts tree, P.E. fret and decal sheet images. The decal registration looks good.

I am looking forward to adding this model to my collection of first jet aircraft.

Recommended for anyone with multimedia experience and building without locating pins or tabs. 🛩️





1/32 Nike Anti-Aircraft Missile System by Renwal/Revell, #7815

Reviewed by Steve Muth

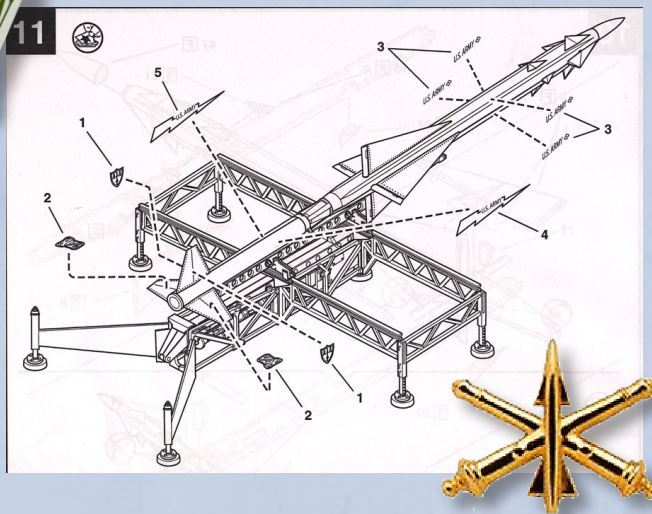
As described on the instruction sheet: "During the Cold War, our major cities were surrounded by Nike guided missile bases to guard against enemy aircraft. They were a key element in our nation's defense system. These bases were accompanied by radar stations to detect incoming aircraft. Once the missile was fired, target radar guided the missile until it intercepted the enemy aircraft. The Nike was composed of two parts, the booster and the guided missile. The guided missile contained the warhead and guidance devices which were in contact with the ground radar. The Nike was effective to a height of 60,000 feet with an effective range of 50 miles. At a speed of 1500 miles per hour it could outmaneuver the enemy's fastest aircraft."

This is another Revell reissue of an old kit, this time the Renwal Nike missile kit from the late 50s or early 60s. They have retained the same box and art work and it looks great!

So... what you get is a top opening box with very nice vintage artwork on the top. Inside there are 81 plastic pieces – 19 in white for the missile and 62 olive drab for the launcher and 3 crew members. The box says the kit is a level 2, recommended for kids 10 and over due to the small parts. Decals have good registration and represent a very colorful example of a display missile such as would be seen on Armed Forces Day or open house day. Operational missiles did not have such gaudy markings, being just white overall.

This is truly an international offering by Revell. The moldings were produced in Poland, the box was printed in China, the decals were printed in Italy and the whole lot packaged here in the U.S.

The molds date from the late '50s or early '60s by the Renwal Company as part of its "Blueprint Series". Revell purchased all the molds sometime in the late '70s. Overall, the moldings look good with only a little flash and few sink marks. What flash there is can



be found on the figures but not so much on the launcher and missile. Rivets are prominent as are some panel lines on the missile but they are not overwhelming and shouldn't be difficult to sand off. Individual missile fins are each one piece affairs having nice leading and trailing edges. The one bad part about the launcher is the profusion of injection/ejection pin circles all over the trusses where the various beams intersect. They are not too deep or proud but there are a lot of them and they will need attention. Aside from that it should make up into an impressive structure.

The 12 page instructions are of the exploded view type with 23 assembly steps. There is a full page of part definitions but no part tree illustration for reference. Decal placement can be determined from the box art.

If you like missiles or just want something different this kit is recommended.

The Real Thing

There were many Nike sites on Long Island during the late 50s, 60s and 70s. Bases were at White Plains, Fort Slocum on Devils Island, Lloyd Harbor/Huntington, Hicksville/Oyster Bay, Amityville/Farmingdale, Defense Hill Road/East Shoreham, Lido Beach and Fort Tilden/Rockaway Point. The command headquarters was at Fort Totten in Bayside.

A restored site can be seen at Sandy Hook, New Jersey. It is a National Park site and is open to the public. The launch area has occasional tours. There are two Nike Ajax and one Nike Hercules missiles there. Every fall the park holds a Cold War Day event. For more info contact Mary Rasa, Sandy Hook Museum Curator, at <mailto:maryrasa@nps.gov> or at (732)872-5953. Also, online go to nikemissile.org/sandyhook.shtml

Show Calendar Listing for 2013-2014

See Bob DeMaio for details

Date	Event & Location	Website	Day
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. 16	Long Island Figure Show Freeport Recreation Center Merrick Rd. Freeport,	http://www.longislandmodelsoldiers.com	Sat
May 2 & 3 2014	Noreastcon 43 American Airpower Museum 1230 New Highway Farmingdale, NY	http://www.lisms-ipms.org	Fri-Sat



Photo: John A. Musolino/ Model: IJA Type 1 / 7mm Anti-Tank Gun - 1/35 Scale by

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

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☐ 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:

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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