



Proud member of IPMS USA <http://ipmsusa.org>

www.lisms.org

RED, WHITE & SPRUE

Volume 21 Number 1

★ LISMS NEWSLETTER ★

January 2014



- Seen at the Tables
- In the Box Kit Review - Fi 103 German Flying Bomb
- Photo Essay Fi 103



Next meeting date:

Monday, January 20th
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

Corresponding Secretary: **Fred Seitz**
631 581-1990
seitzfjs3@gmail.com

Secretary: **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
seitzfjs3@gmail.com



Model: **Kawasaki Ki-45 Toryu - 1/48**
Scale by **Kyle Koppos**
Photo: **John Musolino**

IN THE BOX KIT REVIEW



HAPPY NEW YEAR! It's 2014 and I sincerely hope for a healthy and safe year for all! It appears that everyone who attended our Holiday Party had a great time! Congrats again to those I gave LISMS Certificates to. There are a couple of more that will be handed out at our up-coming meeting. Let's continue to keep Roger and Howard

in thoughts for speedy recoveries. We have seen Eric and Steve Martens endure past problems and recover. I hope we see Roger and Howard do the same.

This month's meeting will feature a Nick Buro clinic on how to paint and finish wood grain. Nick has been an avid aircraft builder and loves building biplanes, not that you have to build one, but one day you might. He has won awards over many years. His methods are something to see. By the way, if you ever want to visit the Cradle of Aviation Museum, speak to Nick and make an appointment with him to take you around on a personal tour. He really knows the aircraft there.

I am giving all of you a heads-up for the February meeting that will be one week earlier on Monday the 10th because President's Day falls on our usual meeting date. Scheduled for that meeting I will be doing an in-depth look into the design and my engineering years on the Republic A-10. I will also have some A-10 books I published in 1981. I found a small box of them in my closet that I saved after selling 6,000 copies and decided not to reprint it.

Get ready for our March meeting for a club contest! It's a good time for one before our Noreastcon May 2nd and 3rd. A new 2014 Show Calendar is presented in the rear of this newsletter. A couple of shows are yet to be announced on their website so I had to leave the date undetermined.

What's your next model build?

Bob



SEEN AT THE TABLES

Well, another Christmas another swell party. Bob, you did it well again! There was a good turn out and it seems everyone had a good time. I know I did. Good food, good conversation and good friends. As an added bonus Bob gave out some plaques to the more seasoned of us (two people were not at the dinner but their plaque will be given to them at the next meeting). On behalf of all of us, thanks Bob. To liven up the festivities even more for some, the special purchases from Squadron (at outrageous discounts) were given

out. Not exactly Christmas presents but, hey, it was neat and made some guys happy.

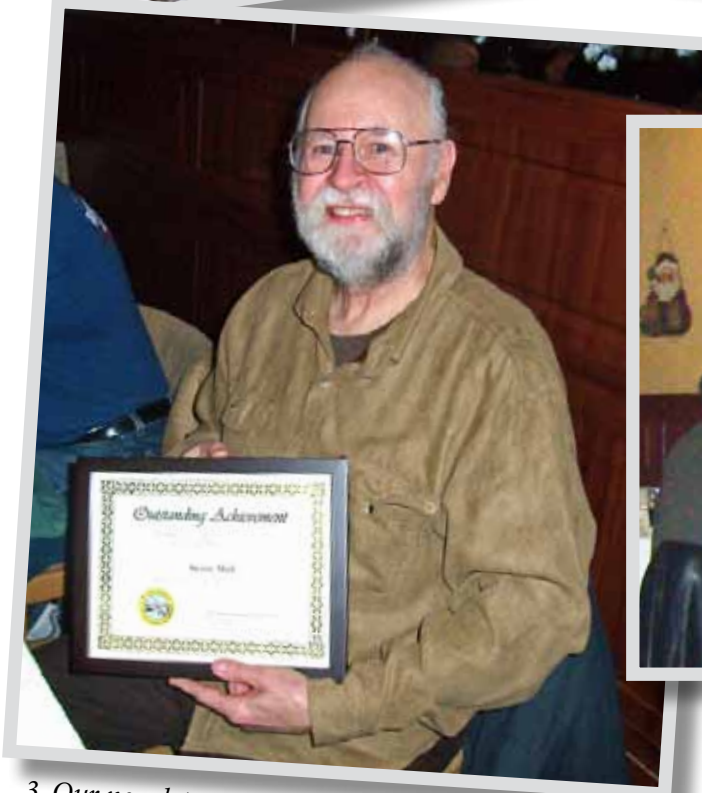
Here then are some of the pictures taken at the dinner. If you are not among them it's because either I missed you, you walked around and weren't there when the picture was taken or the photo was too blurred to use (Because of a loose nut behind the camera). I'm sorry. Maybe next time I'll be more successful. 🍷

Steve Muth

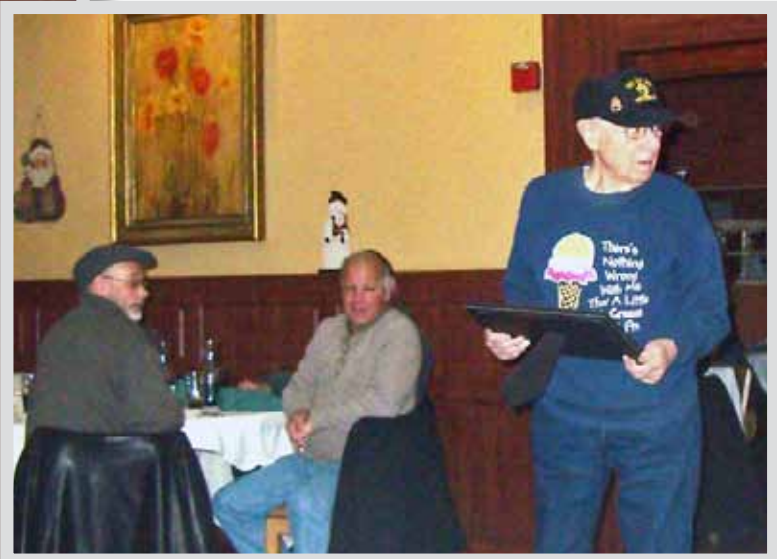
1. Joanne & Bob DeMaio and Matt Kozerski and his wife



2. Bob giving Ray O'Niell his award



3. Our newsletter editor with his award for lasting so long- Steve Muth



4. Nick Boro with his award.



5. Eric Goldschraf being given his award



6. Lou Corrieri being given his award



7. Kyle & Bill Koppos, Steve Muth and Marshall Voizard seem to be having a good time



8. Jim Delisio, Tony Darienzo, Eric Goldschraf, Rich Casserma, Nick Boro and Ray o'Niell



9. Nick boro and Jim Boloukos



10. Jim Boloukos, someone from the SSMC club, Jim Delisio and Tony Darienzo



11. Marchall Voizard, Doug Tantillo and Enrique Valdez picking up their Squadron goodies



12. Steve Marten and Kyle & Bill Koppos chowing down.



13. Tim Kelly, Erik Goldschraf, Gary Weickart and Joe Haberkorn



14. Aaargh, not the flash! Joel Burst from Trainville Hobbies, Paul Wittner, Doug Tantillo and his brother John Tantillo



15. And I said...Enrique Valdez, Steve Andreano, John Lam and Adam Curcio



16. Joe Yeager, Ray O'Niell and Enrique Valdez



17. Steve Andreano, Ray O'Niell, Enrique Valdez and Joe Yeager among others discussing the fate of the New Year



18. The Cake was tasty. Great job Bob!



Bronco's 1/35 German V-1 Fieseler Fi 103RE-3 Piloted Flying Bomb Trainer, Fi 103A Flying Bomb and Fi 104RE-4 Piloted Flying Bomb

Kit #s **CB35060**, **CB35058** and **CB35059** \$35.00each

Reviewed by Steve Muth

Known as the V-1, FZG-76, buzz bomb and more correctly as the Fi 103, it was the first cruise missile and about 10500 were ultimately built by Germany with an additional copies made by the US for anticipated use against Japan.

By 1942 the Luftwaffe could no longer bomb England due to RAF air superiority, yet the RAF could and did bomb German cities at will. This led the Germans to develop their Vergeltungswaffe, or vengeance weapons. The first of these was the Fieseler Fi 103, a small pulse jet powered flying bomb developed in 1943 and ready for service in mid-1944. The V-1 was normally launched by a steam catapult from a fixed firing ramp, but as launch sites were overrun by allied ground forces, some were air launched from Heinkel He 111 bombers. The V-1 carried an 850kg warhead to a maximum range of 250km at a speed of 630km/hr. The first weapons were launched against London in June of 1944 just a few days after the allied landings in France. Over 10,500 V-1s were launched during the war, of these only about 2500 hit their targets, the rest were intercepted, or crashed due to mechanical failures. The piloted version was slightly faster and had longer range, the pilot serving as the terminal guidance system. It was planned he would bail out at the last minute although looking at the cockpit and engine configuration that would be problematic. Apparently some 175 were built and several were flight tested but it was never actually used in combat.

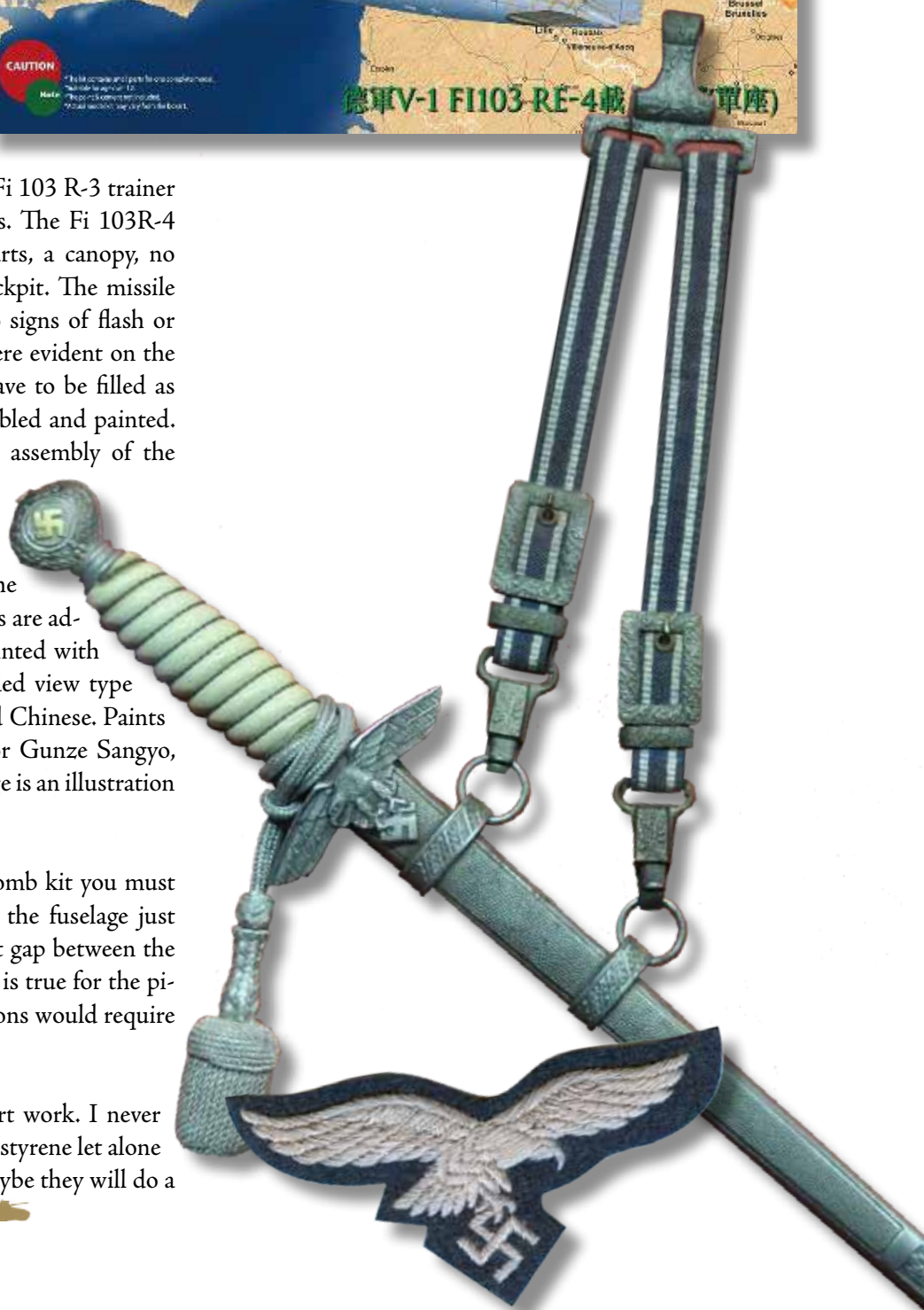


Bronco has come out with three variants of the basic V-1 flying bomb, or Buzz Bomb as it was sometimes called. The kits consist of injection molded parts on three gray sprues and one clear sprue for the cockpit canopies of the trainer and piloted flying bomb. The Fi 103A has 37 styrene parts and one decal of stencils. The Fi 103 R-3 trainer has 51 styrene, 2 canopies and no decals. The Fi 103R-4 Piloted Flying Bomb has 42 styrene parts, a canopy, no decals and a 5 piece P.E. fret for the cockpit. The missile parts are crisp and clean and showed no signs of flash or sink marks but some deep sink marks were evident on the wheel forks of the dolly. These would have to be filled as they would be quite evident when assembled and painted. There are locating pins and sockets for assembly of the model and dolly. There is a seat, control column, rudder pedals and an instrument panel but no side wall detail for the R-3 and R-4 variants. The panel lines on the airframe were nicely engraved. Sprue gates are admirably thin. The instruction sheet is printed with a color three view and are of the exploded view type with limited text in English, German and Chinese. Paints are called out by name with numbers for Gunze Sangyo, Hobby Color, Humbrol and Tamiya. There is an illustration of the parts sprues too.

If and when you build a V-1 Flying Bomb kit you must remember that the wings were fitted to the fuselage just before launch and there would be a slight gap between the wing and the fuselage. I don't believe this is true for the piloted variants as the controls for the ailerons would require some rigging and adjustment.

All this is in a sturdy box with nice art work. I never thought I'd see a V-1 as a large scale kit in styrene let alone all three variants. Keep going Bronco! Maybe they will do a V-2 and a winged V-2. I can only hope! 🍌

Recommended for all skill levels.



Fi 103A and Fi 103R-IV Part I

Photos by Steve Muth

These detailed photographs are of the Fi 103R-IV Piloted Flying Bomb at the Military Heritage Collection at Everett, Washington (Paul Allen's Collection) that was photographed in August 2011. It is fully restored and is in excellent condition. According to the placard, someone in Germany uncovered a cave opening that led to an underground manufacturing or storage facility that had many Fi 103s including some Fi 103R-IVs. He sold them off and now there are six Fi 103R-IVs at the following locations:

- Fighter Heritage Collection at Everett, Washington, USA
- Legeren Wapen Museum, Delft, Netherlands
- Canadian War Museum, Ottawa, Canada
- La Coupola, St Omer, France

- Lashenden Air Warfare Museum, Lashenden, UK
- Auktionshaus fur historic Technik, Germany – for sale!

For more information and photos it is recommended you visit the Lashenden museum's website at www.lashendenairwarfaremuseum.co.uk. Theirs was captured at the Danneberg V-1 factory in the American zone and returned to the UK in 1945. The museum found/acquired it in 1970. It is now being fully restored in the colors and markings it had when captured. 🇬🇧

Also included in the essay are some period photos that are in the public domain.

GENERAL STATISTICS:	
FIESLER FI 103A-1 V-1	FIESLER FI 103R-IV REICHENBERG
CREW: none	1
LENGTH: 25 ft 10 in	26 ft 3 in
WING SPAN: 17 ft 6 in	18 ft 9 in
HEIGHT: 4 ft 6 in	4 ft 6 in
WEIGHT: 4,858 lbs	4,960 l
ENGINE: 1 x Argus Schmidt AS 109-014 pulse jet	1 x Argus Schmidt AS 109-014 pulse jet

PERFORMANCE	
FIESLER FI 103A-1 V-1	FIESLER FI 103R-IV REICHENBERG
MAXIMUM SPEED: 415 mph at 4,500 ft	497 mph at 8,000 ft
RANGE: 125-150 miles	205 miles

ARMAMENT	
1 x 1,870 lb high-explosive warhead	1 x 1,874 lb high-explosive warhead

COUNTRY OF ORIGIN
Germany

Late in the war several piloted V-1s were built. The plan was that a pilot would guide the missile into position close to its target and bail out at the last moment. It was essentially a suicide mission, but unlike some Japanese Kamikaze pilots, German pilots would not have been sealed inside their aircraft.

This manned V-1 was tested several times, killing every pilot on landing. A famed female test-pilot, Hanna Reitsch, discovered in simulated landing attempts that the craft had an extremely high stall speed and that the previous pilots had attempted their approaches too slowly. Once her recommendation was followed, pilot fatalities were reduced, but not ended. All of the Reichenbergs were air-launched from planes. The war ended before Germany could use the Reichenberg in combat.



V-1

FIESELER FI 103R



The story of these missiles:

The Soviet Army occupied the Nordhausen area and in 1948 they demolished the entrances to the underground missile factories. Almost half a century later, a new entrance was found into the caves and these missiles were discovered there by restorers and enthusiasts. These missiles were acquired by the Flying Heritage Collection in 2001.

GENERAL STATISTICS:

FIESELER FI 103A-1 V-1	FIESELER FI 103R REICHENBERG
CREW: none	1
LENGTH: 25 ft 10 in	26 ft 3 in
WING SPAN: 17 ft 6 in	18 ft 9 in
HEIGHT: 4 ft 6 in	4 ft 6 in
WEIGHT: 4,858 lbs	4,960
ENGINE: 1 x Argus Schmidt AS 109D14 pulse jet	1 x Argus Schmidt AS 109D14 pulse jet

PERFORMANCE

FIESELER FI 103A-1 V-1	FIESELER FI 103R REICHENBERG
MAXIMUM SPEED: 415 mph at 4,500 ft	497 mph at 8,000 ft
RANGE: 125-130 miles	205 miles

ARMAMENT

1 x 1,870 lb high-explosive warhead	1 x 1,874 lb high-explosive warhead
-------------------------------------	-------------------------------------

COUNTRY OF ORIGIN



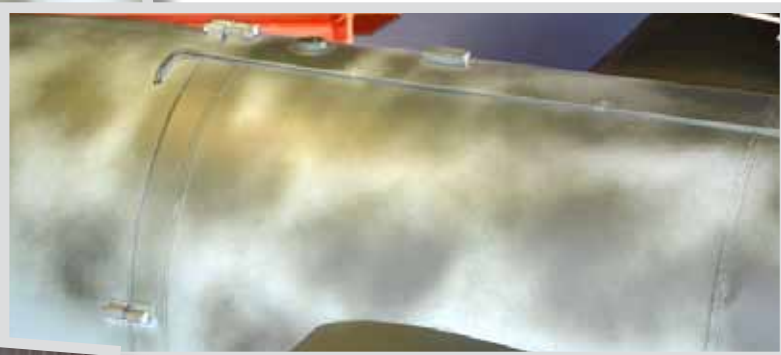
Fi-103-4 Cockpit right side



Fi 103Re-IV Cockpit left forward - Via M. Griehl



*Fi 103R-IV M4C Engine
forward left side*



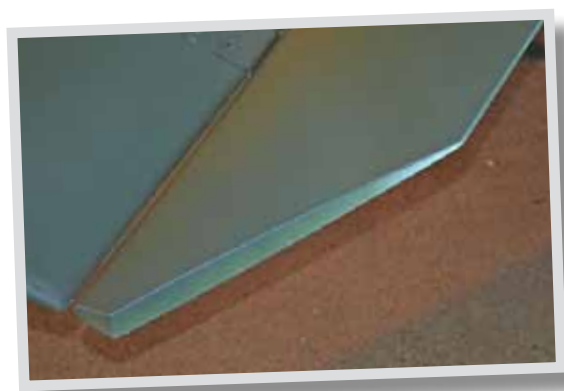
*Fi 103R-IV M4C Left
mid upper fuselage
details*



*Fi 103R-IV M4C
Pylon left side*



*Fi 103R-IV M4C Rudder
control cable left side*



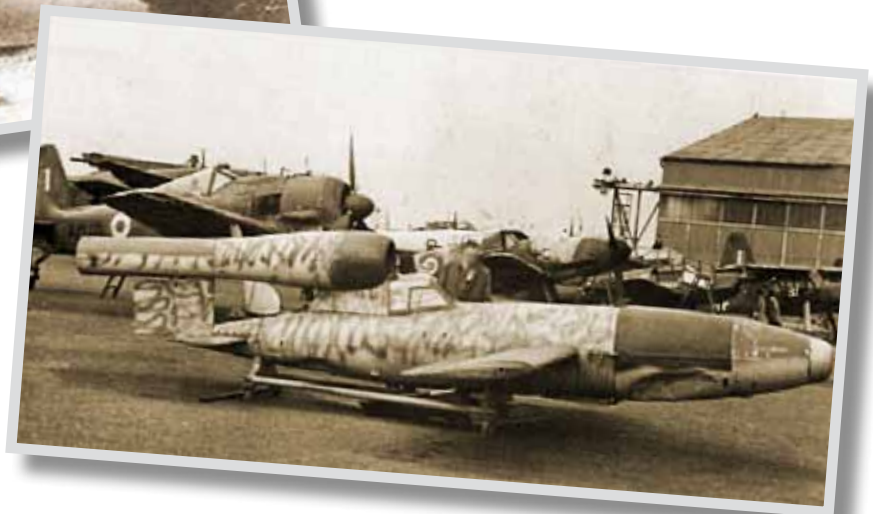
*Fi 103R-IV M4C Left
aileron end top*



*Fi 103R-IV M4C Left
elevator hinge*



*Fi 103R-IV Germany
left front*



*Fi 103Re-4 Farnborough
1945 Left side*



*Fieseler Fi 103R-3 Reichenberg
Farnborough 1945 Right front.
This is the specimen now at
the Lasheben Air Warfare
Museum in the UK*



*Fi 103R-2 Trainer Canada
nose right front*

Show Calendar Listing for 2013-2014

See Bob DeMaio for details

Date	Event & Location	Website	Day
April 5,	MosquitoCon Wayne PAL 1 PAL Drive New Jersey	http://www.njipms.org	Sat
April TBD	Buffcon 29' Knights of Columbus Club 2735 Union Rd Checktowaga, NY	http://www.ipmsniagarafrontier.com/	-
May 2 & 3	Noreastcon 43 American Airpower Museum 1230 New Highway Farmingdale, NY	http://www.lisims-ipms.org	Fri-Sat
May 9 & 10	2014MFCA Annual Show Valley Forge Convention Center King of Prussia, PA	www.MFCAShow.com	Fri-Sat
Aug. 6 - 9	IPMS 2014 National Convention Hampton Roads Convention Center Hampton, VA	http://www.ipmsusa2014.com	Wed-Sat
Sept. 26 & 27	ARMORCON 2014 Crown Plaza Danbury, CT HYPERLINK	www.militarymodelers.org	Fri-Sat
Oct. TBD	HVHMG 26 Elks Lodge 29 Overocker Road Poughkeepsie, NY	www.hvhmg.com	Sat
Nov. TBD	LIARS Freeport Recreation Center Merrick Rd. Freeport, NY	http://www.wix.com/liarsmodelcarclub/liars	Sat
Nov. TBD	Long Island Figure Show Freeport Recreation Center Merrick Rd. Freeport, NY	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.

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