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RED, WHITE & SPRUE

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★ LISMS NEWSLETTER ★

March 2014

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- Seen on the Table
- ME Pulse Jet Fighters





Next meeting date:
Monday, March 17th
7:30 pm to 10 pm
Levittown Public Library
 1 Bluegrass Lane, Levittown, NY.

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Model: **A-1H Skyraider**
 - Unknown Modeler
 Photo: **John Musolino**

IN THE PILOT SEAT



Club Contest Night at the next meeting! If you happen to be hitting the Pubs on the way, since it is St Pat's Day, please pack and wrap your contest models carefully! Free fall is not friendly to built models and when you add a swaying human in the mix, you get a model in pieces all over again. LOL!!! Seriously modelers, be careful on the road. Bring down those models

you completed.

I had many interested members in my A-10 talk. I hope I gave you a good insight as to what problems we had and ways to fix them, or a work around. In any case, the pilots enjoy flying them and more so when they take out those targets. I still have some of my books available if you want one. Thanks for attending.

One last reminder that our Region II neighbor is hosting their Mosquitocon show in Wayne, NJ on April 5th. Lots of vendors like we get but some different vendors who just don't cross those bridges. In a way, I don't blame them, but if they would cross them at off peak hours, there usually isn't a snag. I have been to shows and talked to these vendors several times. Oh well....!

Howard Garcia suffered a TIA which is a mini-stroke a couple of weeks ago. He is doing fine, is home, and is also moving to a floor below in his apartment. What a time for him to be moving, but he told me he is doing okay. I hope we see him soon. I do not have any more news on Roger at this time. I hope to by the time of our meeting.

This brings me to the same old plea that as of now, with Roger ill, there are only 3 of us running the club and organizing our shows. We still have a need for members to step forward and help the club. If interested, please see me at the meetings. Our Noreastcon is shaping up nicely. Eric went to a library book signing and met Keith Philip, an F4-J Pilot in Vietnam. He wrote books on his experiences and will be at our Noreastcon. Eric will have a model ready to display with him for his talks. I will be posting his attendance soon on our website. Thanks Eric for your effort to help make our show a success. Keep on building!

Bob



A Tale of Two Kits

By Steve Muth



Work began on the Gloster Meteor jet fighter about 1940 when Specification F.9/40 was assigned to it. Gloster received a contract for 12 prototypes on February 7th, 1941. The first flight was delay and finally took place on March 5th, 1943 (because of delays in obtaining flight worthy engines). The first of 20 production F.1s took to the air on January 12th, 1944 and was sent the United States in return for a Bell YP-59A, the first American jet. These 20 were virtually identical to the first prototype with W.2B/23C Welland engines. Deliveries to No. 616 Squadron began on July 12th, 1944. The first operational sorties were flown on July 27th and the first V-1 was downed on August 4th. By December 18th F.III were being delivered to 616 Squadron and on January 20th, 1945 one flight of F.IIIIs was sent to Belgium. There are no records indicating they ever encountered the German jets.

Years ago AMT released the 1/48 scale Gloster Meteor Mk.1 with a V-1/Fi 103A. A few years later Tamiya also released a 1/48 Meteor and raised the bar. If you want to build a F.1 Meteor these

are about the only games in town. Recently, Round 2* has just re released the old AMT kit, which isn't bad but it is definitely not up to current standards. Tamiya, of course, has the more recent molds and a lot more detail. Both manufacturers have packaged a Fi 103A/V-1 in with the Meteor.

Now to the Kits:

The two kits being compared are:

1/48 Meteor Mk.1 by AMT # 825/12

1/48 Meteor F.1 by Tamiya, #61051 and 61065

A quick one-to-one comparison reveals:

	AMT kit	Tamiya kit
Parts count	30 plus 1 clear and 7 more for the V-1	71 including canopy
Protection	all parts bagged, canopy separate sturdy top opening box	ditto ditto
Flash	little or no flash	none
Plastic	gray styrene	ditto
Decals	for two a/c	ditto
Cockpit	IP and pilot figure only	nice
Wheel wells	very shallow, some detail	nice

I bought the AMT kit recently in the mistaken belief that it was a new mold. Wrong! It is the same kit as

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previously. Looking at the AMT offering, there are 38 parts, 31 for the Meteor and 7 for the V-1, plus a decal sheet for two production aircraft, EE216 and EE222 both of 616 Squadron. There is parts diagram on the bottom of the box and rudimentary painting instructions on the instruction sheet. The said instruction sheet is adequate. A pilot figure is included (which I believe is included to obscure the total lack of cockpit detail). The molds, as such are OK but the panel lines, although petite, are raised with only the control surfaces engraved. The wheel wells are shallow but have some semblance of detail. The landing gear struts are surprisingly decent. There is little flash and no sink marks that I could see and the overall shape looks good. The V-1 is very simple and basic – 2 fuselage halves, 2 wings, 2 pulse jet halves and an elevator. Still, it's better than the old Hawk V-1.

The Tamiya kit, as you would expect, appears the better of the two with 71 parts for the Meteor. The tooling is good with petite recessed panel lines and no observable flash or sink marks. The initial offering by Tamiya got a few things wrong though. They apparently used the Meteor F.1 at RAF Cosford as their reference source and it has a Mk.3 wing fitted with air brakes and all metal ailerons! The air brakes are very obvious on the top and bottom of the wings. After the hue and cry

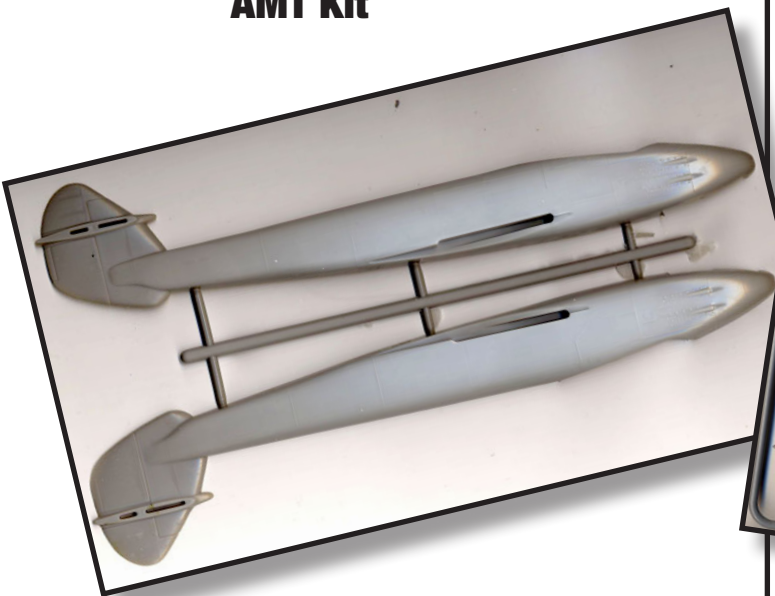
from the British modeling community they quickly corrected the molds and got it right. The first release was #61051 while the corrected release is #61065 and includes a Fi 103A/V-1. Incidentally, the Fi 103 can also be purchased separately as #61052.

Two engines are provided but beg for a little detailing, particularly on the front face which is visible in the intake. There are two options for the canopy. One has a rear view mirror on top while the other does not. Although a cockpit tub is provided there is no sidewall detail, not even a decal! A pilot figure is provided but I am told it does not fit! The landing gear legs are very nicely done. Another option provided is clear or gray styrene engine covers should you wish to expose all the detail you added to the engines. If you do, you will also have to detail the engine bay.

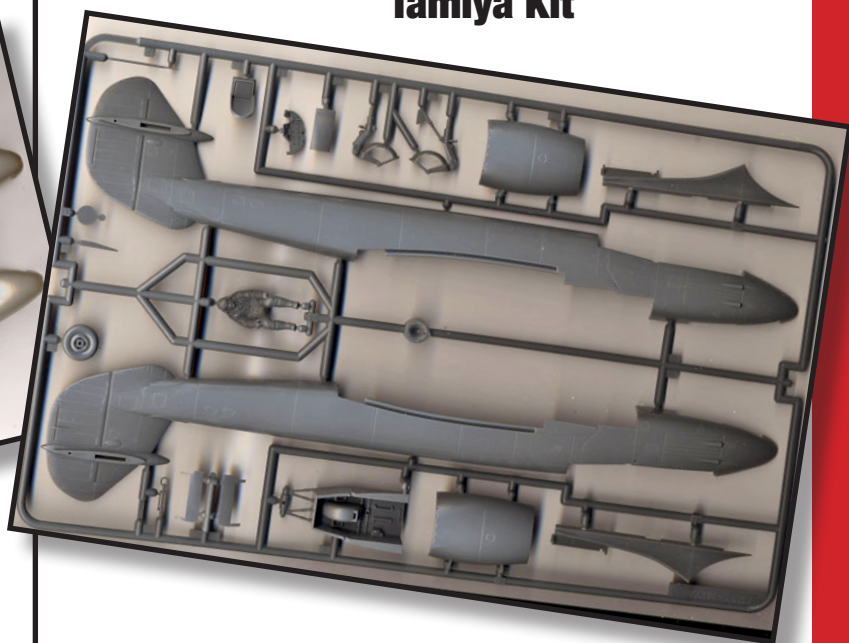
So, there you have it. Tamiya wins by a TKO! Each kit will, I am sure, make up into an attractive model but the Tamiya offering, although pricier, will have more detail out-of-the-box. 🛩️

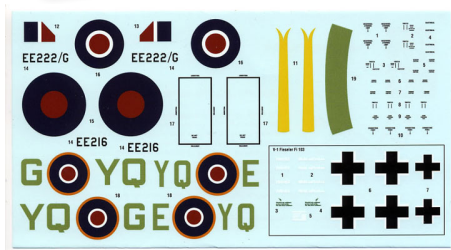
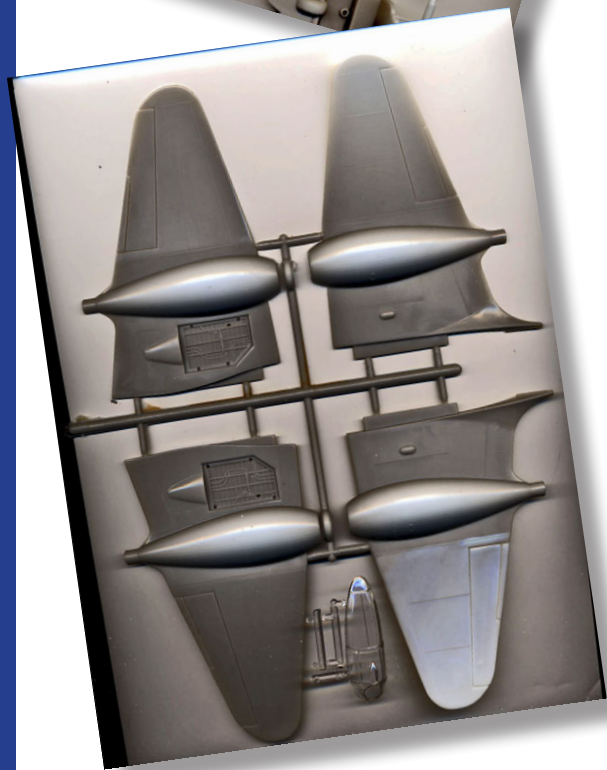
* Round 2 has recently bought the molds and names for Lindberg, AMT, Polar Lights, MPC and Hawk and plans to re release many of the old kits. To Round 2 – please, please re release the old 1/48 XF-90, the Budweiser Rocket car and the 1/24 Mercedes W.196 Grand Prix racer.

AMT Kit



Tamiya Kit






AMT Kit

Tamiya Kit



SEEN ON THE TABLE - FEB 10, 2014

Twelve models were on the table this month of February by the usual culprits. We had a small mix of Sci-Fi, armor, guns and aircraft. What stood out to me was the number of works in process. With four works in progress maybe it's time for me to finish something. Now let's see – should it be the E.28/39? Or maybe the “D” Jaguar? Or maybe the Pterandon? Or.... 

Steve Muth



1/35 L-24 Gun
by Steve Andreano



1/48 FM-2 Wildcat work in process
by Freddie Seitz



A 1-72 B7A1 Grace and 1-72 D3A2 Val
by Ray O'Niell



1/72 F-86F Sabre
by Bill Schmitt



1/72 P-38J work in process
by Bill Schmitt



1/72 P1Y1 Francis by
Sal Picattagio



A-10A Thunderbolt II
by Bob DeMaio



BT-7 Model 38 Tank
by John Lam



Planet of the apes
by Sal Picattagio

1/72 Me 328B & Me 328A Pulse Jet Fighters

Encore, #72101, \$20.00

By Steve Muth

Another rather unique aircraft from Encore. The Me 328 was conceived in 1940 with the intent of creating a simple inexpensive parasite escort fighter, the Me 328A. A proposed bomber version would be the Me 328B. Little progress was made trying to mate the Argus 014 pulse jet, from the V-1 buzz bomb, to the new airframe design due to its intractable vibration characteristics. Never-the-less work continued through 1944 before finally being cancelled.

1-72 Me 328A Pulse jet fighter, Encore #72101, \$19.00 (Recently)

This cottage industry short run kit is comprised of twelve styrene parts, one vacuform canopy, one injection molded canopy, and thirty two resin cast parts. The cockpit tub has no sidewall detail. There is a seat, control column, instrument panel, sight, engines and a bunch of small do-dads. Also included are extra horizontal stabilizers, a rudder, control surfaces such ailerons, elevators and such

plus a landing gear skid and take-off dolly like the Me 163. There is also a cradle and alternate nose with guns. A decal sheet is provided with markings for two aircraft – a prototype and conjectural markings for an aircraft of KG(J)54.

It is all packaged in an open ended plastic bag inside a fairly rigid cardboard box with nice artwork. Instruc-

tions are on four pages in color and are reasonably clear.

The moldings are decent but the recessed panel lines are a little heavy. Very little flash is evident. There are locating pins on the fuselage. The flying surfaces are one piece – i.e. no separate top and bottoms. That being said, the kit can be built in two ways - with or without pose able control surfaces. For pose able surfaces you will have to cut away the styrene control surfaces and attach the resin surfaces. The pulse jet units with their pylons are resin and look convincing.

Actually, this kit follows the philosophy I would like more manufacturers to adopt. That is, provide a basic kit that can be made with a minimum of flapping around and also provide the parts for those who want all the bells and whistles. Kudos to Encore for producing a kit of a unique plane and for making it simple.

Recommended for anyone with some experience in multimedia kits.

1/72 Me 328B-1 Pulse Jet Fighter, 12 Squared # 2-21, \$15.00 (a long time ago)

This kit was purchased sometime after 1993. I know this only because that is the copyright date on the instruction sheet. I don't even know if 12 Squared is still around but you could probably find one on the web somewhere. It is truly a cottage industry offering, being packaged in a zip lock bag along with an instruction booklet (6 pages of which 4 are a short history of the plane) and a nice set of three views on a separate sheet.



The instructions are good. There are no decals nor marking layouts as only one photo shows a swastika on the tail and it appears to be a retouched addition to the picture.

This is a typical low budget, short run cottage industry product. There are no locating pins, pegs or slots except curiously for the engines and tail planes which appear to have small locating holes in the fuselage and fin (but there are no pins on the mating parts to go in them). There two options for the engines. The initial configuration had two large diameter pulse jets mounted above the wings a little out from the fuselage. The later configuration had two smaller units mounted under the wings, hence the two different diameter aluminum tubes. The plastic parts are injection molded but the gates are rather large. The wings are one piece, a left and a right. Ditto for the horizontal stabilizers. The elevators have simulated fabric control surfaces while the ailerons an rudder do not. There are 44 plastic parts, 2 aluminum tubes of different sizes for the engines and an injected clear canopy that will need polishing. There are no panel lines but the

control surfaces are engraved. There are also alternate parts for a dolly landing gear or a skid similar to the Me 163. The overall outline and shapes appear good but there is some flash and the smaller parts are kind of crude, merely providing a starting point. The cockpit consists of 6 parts and is indeed basic but with the canopy closed and in 1/72 scale it is doubtful anything more that seat belts could be seen.

This is a model that requires some modeling skills. On the other hand it is small and should not be such a big project. Only recommended if you enjoy a challenging build or just have to have an early version with the big engines. 🛩️



A quick one-to-one comparison reveals:		
Encore Me 328A		12 Squared Me 328B
Parts	16 Plastic, 1 clear, 1 VF, 32 Resin	44 Plastic, 1 clear, 2 Aluminum
Decals:	Yes	None
Canopy:	1 VF and 1 Injected	1 Injected
Locating pins:	Yes	None
Packaging:	End opening box	Clear zip lock bag
Flash & sinks:	None	No sinks but some flash

Show Calendar Listing for 2014

See Bob DeMaio for details

Date	Event & Location	Website	Day
March 30,	ValleyCon 24 460 Granby Road Chicopee, MA	http://www.wwmodelclub.org/	Sun
April 6,	DowneastCon Thornton Academy Linnell Gym	http://www.southernmainescalemodelers.org	Sun
April 5,	MosquitoCon Wayne PAL 1 PAL Drive New Jersey	http://www.njipms.org	Sat
April 13	Buffcon 29 Knights of Columbus Club 2735 Union Rd Cheektowaga, NY	http://www.ipmsniagarafontier.com/	Sun
May 2 & 3	Noreastcon 43 American Airpower Museum 1230 New Highway Farmingdale, NY	http://www.lisms-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. 18	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

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