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RED, WHITE & SPRUE

Volume 22 Number 1

★ LISMS NEWS.

January 2015

- **Book Series Review - Stratonaut-Pioneers Venturing Into the Stratosphere**
- **Kit Review: 1/48 Me 262B-1a Trainer**
- **Photo Essay - Me 262B-1a**
- **Member Profile - Nick Bure**





Next meeting date:
Monday, January 19th
7:30 pm to 10 pm

Levittown Public Library
 1 Bluegrass Lane, Levittown, NY

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Happy 2015 New Year everyone! Every new year I tend to think back about how many years it's been that I have been model building. How many models I built for myself and how many I built for Fairchild Republic while I worked as an engineer on the A-10. Then there were the special customers passed on to me via the hobby shops and friends. Then there was Aurora in Hempstead who paid to have us LISMS members build for them. While doing these I did manage to build for myself, but

now when I think back and all the kits I haven't done yet in storage, I wonder if I would have said no to those jobs and just built for me. So every year these thoughts pass through the memory banks and move on to my next build. Wait till you see what I have in the working.

A reminder for the January meeting I'd like members to bring in one or two kits you built many years ago as far back as you can go and something you built recently to show as a comparison. Put them on the table with your name and what kits they are. I'm sure there will be great conversations at the meeting.

Who's in the spotlight this time? Fred Seitz III is our guy! I've met and got to know Fred when I came back to LISMS around 2006. He has been active in keeping the Suffolk Scale Model Club alive meeting at the American Airpower Museum and has maintained membership in LISMS. Fred stepped forward to organize all the RepLICon's, Noreastcon's, and club contests we host. Then Fred volunteered to join the LISMS Board members. This is a guy who absolutely loves his hobby and finds time to help both clubs. I don't know where his energy comes from but he deserves much credit for his enthusiasm. Soon after I became President of LISMS I have worked with Fred to have both chapters work and play together. Thanks Fred!

We are three months away from our next RepLICon event at the Freeport Rec Center! That's three months of winter and indoor hobby building activity. I don't let any bears in to winter hibernate in my house. My wife tells me I mimic a bear just fine.

Again! Mark your calendars for a February 9th meeting at the library. In last month's newsletter I asked members to contact me to suggest what clinics you would like to see at our meetings. I didn't receive one suggestion. I guess we don't need to have any? We have some really good builders in our club and they are willing to share their talents with you. Suggestions are still open! March will be a club contest.

Steve Muth could use some material for our newsletters. Please consider doing a review on a kit, reference book, decal sheet, or any item hobby related and submit it to him.

Bob



Model: Hummer
Photo: Al Zygier



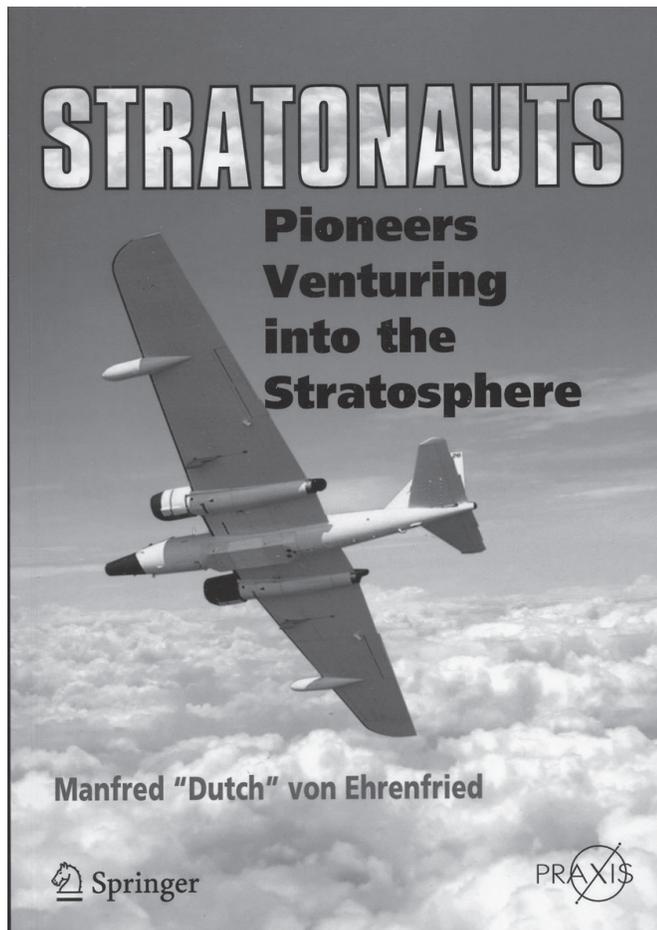
Stratonauts

Pioneers Venturing Into the Stratosphere

by Manfred “Dutch” von Ehrenfried

Published Springer-Praxis, 2014, 236 pages, SB, ~\$33.00

Reviewed by Steve Muth



This is a book about fliers and their vehicles (Balloons, gliders and aircraft) that have flown in the stratosphere, that is between 63,000 feet and 164,000 feet. 63,000 feet is what is known as the Armstrong limit – the point at which water (and most bodily fluids will boil) due to atmospheric pressure being equal to the vapor pressure of water.

Dutch von Ehrenfried was involved in several high altitude programs including the NASA RB-57F and Apollo

pressure suit programs and so has firsthand knowledge about the subject. As the title suggests, this book is more about the people and their relationship with the equipment rather than the equipment itself. Therefore, there is little here for the modeler except background information for his model. Having said that, the color photos are very good, particularly those of the RB-57F, but the black and white photos are nothing special.

I found the book somewhat dull reading but it is very rich in information regarding the Stratonauts, their equipment and aircraft (everything from balloons through the hypersonic X-15). Stratonauts and vehicles from France Britain, Russia and the US are covered giving the book an international flavor. What I found particularly interesting were the frequent asides that filled in some of the gaps in other coverage – Such as the first U-2 to overfly Cuba and photograph the soviet missiles in 1962 flew at 72,500 feet and that the Flight Handbook table of altitude vs. indicated airspeed only went up to 72,000 feet.

The first 50 pages or so covers the altitude attempts by balloon and aircraft up to the 1940s. Then 15 pages are devoted to X Series planes and their pilots, 15 pages cover U-2 pilots and events, another 26 pages are on the A-12 Blackbird family pilots and 11 pages are on the pilots of the RB-57F. 36 pages then are devoted to balloons and gliders used in high altitude attempts.

There are many tables of Stratonauts and their achievements followed by appendices for Internet Links, Feeding Stratonauts, Area 51 and lastly Interesting Trivia.

Recommended for anyone interested in high altitude flight. 🍌

1/48 Messerschmitt Me 262B-1a Trainer

Hobby Boss #80378, >\$32.00

Reviewed by Steve Muth



This is a very nice but strange kit. All the positives are there – nicely molded, clear instructions, clear parts padded, etc, etc, etc. But... the parts in the box are for the night fighter, the Me 262B-1a/U1 with extra parts for the day fighter Me 262A-1a. It has the night fighter back seat configuration without the dual flight controls and turtle deck of the trainer. The nose antlers are provided for the nose but the nose tip has the gun camera aperture of the day fighter and trainer. There are under wing R4M rockets that were only used on the day fighter and parts for a two gun nose as used on the bomber version, the Me 262A-2. The breakdown of the parts for the B-1a/U1 make the mold appear to be scaled down from the Trumpeter 1/32 Me 262B-1a/U1 Night Fighter.

All that being said, it looks like a good kit. It's just not the trainer. There are 9 gray and 2 clear sprues for a total of 176 parts. The excellent decal sheet is for 2 aircraft but has the split swastikas so they can sell in Germany. There are also decals for the instrument panel and side consoles. There are no flash or sink marks apparent and the ejection pin marks are all in hidden areas. All the sprues are bagged with the clear parts padded. Seven of the sprues appear to be common to other Hobby Boss Me 262s. Four are new for the B version. The decal sheet is bagged separately. Special mention should be made of the guns – they are very nice. The molding of all the small parts, and there are a lot of them, are particularly well done. There are many internal parts that might be visible with a small mirror through an open access panel on the right aft fuselage. The nose antler antenna braces represent the surviving example at the South African War Museum in that it has diagonal braces fitted by the British during their evaluation. They are not present on surviving photos of the night fighters prior to British testing. The horizontal stabilizers are one piece affairs (one for each side) thus assuring nice crisp trailing edges. The wing bottom is one piece insuring correct dihedral. The panel lines and rivets are nice but a tad overdone, particularly since Me

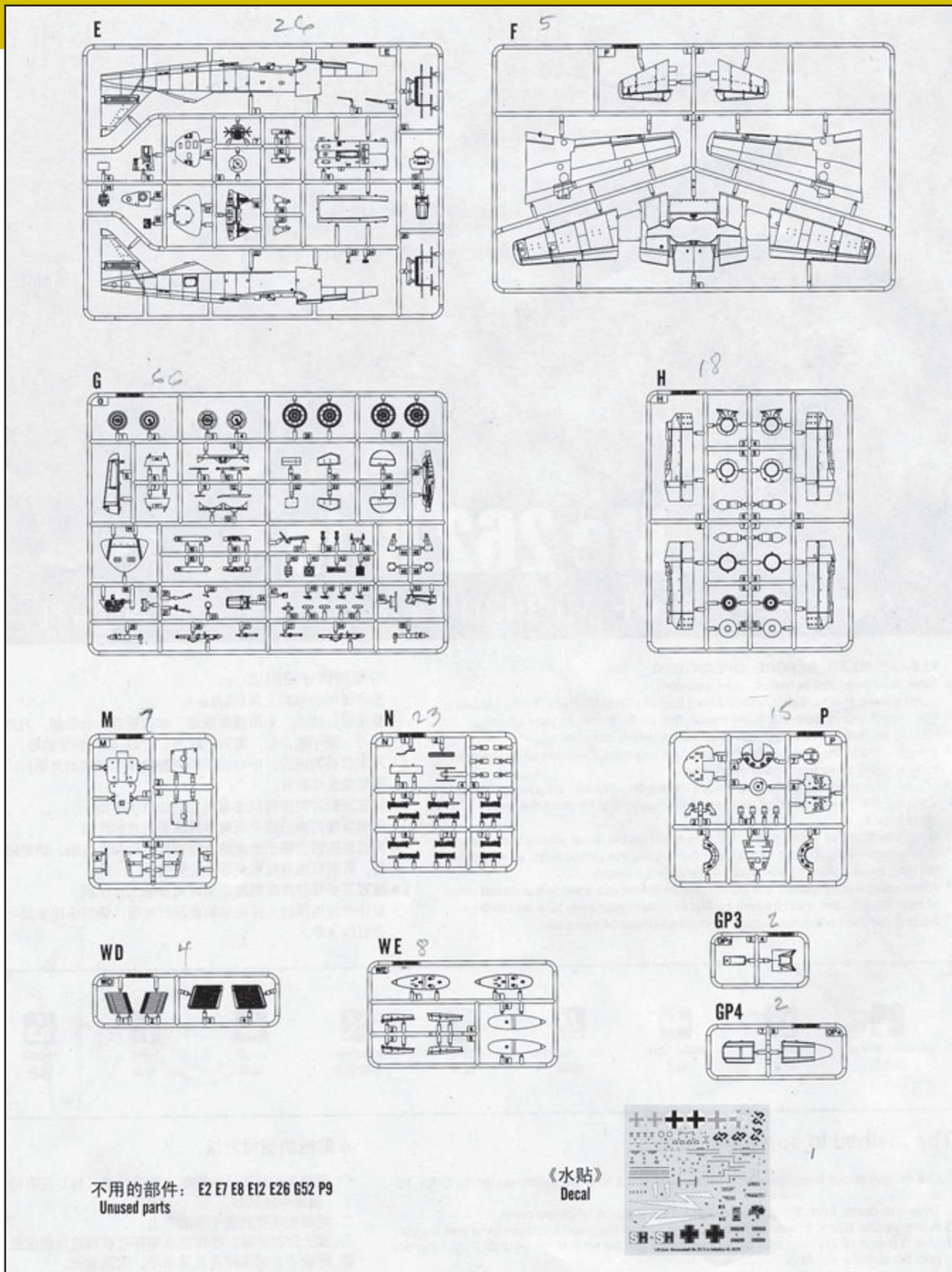
262s had all rivet and panel joints puttied except for access and maintenance panels.

It is all in a very sturdy top opening box with excellent artwork. The instruction sheet is 8 pages with a parts tree diagram and 8 assembly steps. There are full cockpits, landing gear wells and gun bay. The engines consist of front and rear parts only but strangely the nacelles have internal structural details that would only make sense with clear nacelle parts. Lastly there is a color and Marking and Painting guide sheet with 4 views of two aircraft – one for 1/KG(J)54, B3+SH and one for III/JG2 White 1.

If you really want to build a trainer the rear cockpit will need to be reworked (See the photos in the Photo Essay in this issue). The biggest problems will be modifying the aft turtle deck, moving the consoles and seat back a bit and making the seat taper towards the top. To make an accurate night fighter a 1" (scaled down) lip around the whole cabin plus also narrowing the seat toward the top. Except for the turtle deck issues, these are nit pickings. The kit is basically sound. With these caveats the kit is recommended to all modelers able to handle the small cockpit parts. 🍌

References:

- H. Morgan, "Me 262 Stormbird Rising", Motorbooks International, 1994 - Excellent overview book with some color and good three-views.
- K. Merrick, "German Aircraft Interiors 1939-1945 Vol. 1", Monogram Aviation Publishing, 1966 - Excellent reference with many period color photographs.
- J. Smith & E. Creek, "Me 262 Volumes 1 through 4", Classic Publications, 2000 - Probably the best work on the Me 262 to date. Many period color photographs, great artwork, drawings and sketches.
- W. Radinger & W. Schick, "Me 262 Development, Testing and Production", Schiffer Publications, 1993 - excellent reference with many period color photographs.
- M. Boehme, "JG 7", Schiffer Publications, 1992 - The best documentation on JG 7.
- P. Butler, "War Prizes", Midland Counties Publications, 1994, A compilation of axis aircraft captured by the British and Americans during and after World War 2.
- R. Belling, "From Magdeburg to Saxonwald", Article in Air International, Vintage and Veteran section. Four pages describing Mr. Ronald Bellings (An artist) effort to record the colors of Red 8 before any restoration as it was received in South Africa. It includes a magnificent full page spread five view



drawings in color depicting Red 8 as he saw it. Invaluable in showing the B-1a/U1 markings and colors.

J. And'ál, P. Van Wyk de a priatelia, HT Model Special "Messerschmitt Me 262A, B & Avia S-92, CS-92", HT Models, 2008 – An excellent book with many color walk around photographs of the surviving Me 262s at all the worlds museums. Highly recommended.

S. Muth, "Walk Around #1 Me 262B-1a/U1 Night Fighter", Peregrine Publishing, CD-ROM, 2012 – An excellent walk of the South African War Museum's only existing Me 262B-1a/U1 night fighter. Interior is unrestored and in original colors. This is the plane described in Reference #7 above.

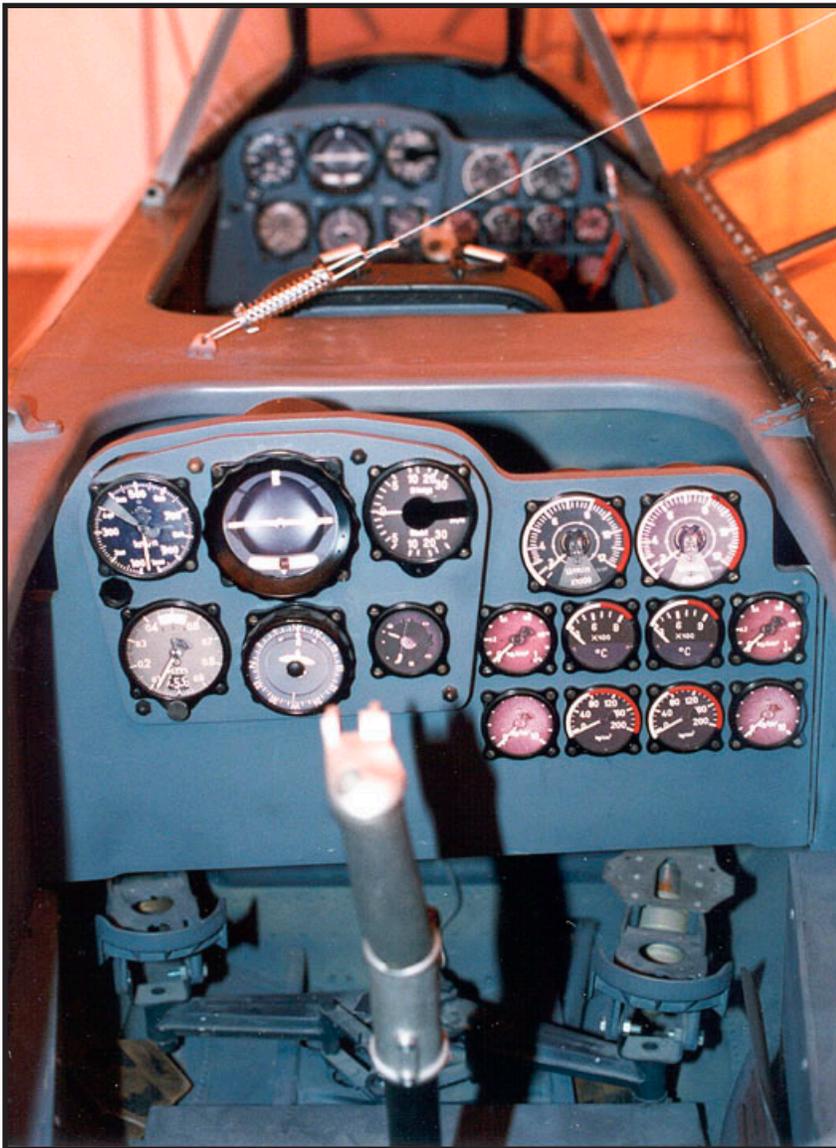
S. Muth, "A Peregrine Photo Essay Me 262A Schwalbe", Peregrine Publishing, 12 pages, 2000 – An excellent full color walk around of the R4M equipped Me 262A-1a at the Deutsches Museum in Germany. The interior is also unrestored and in original colors.



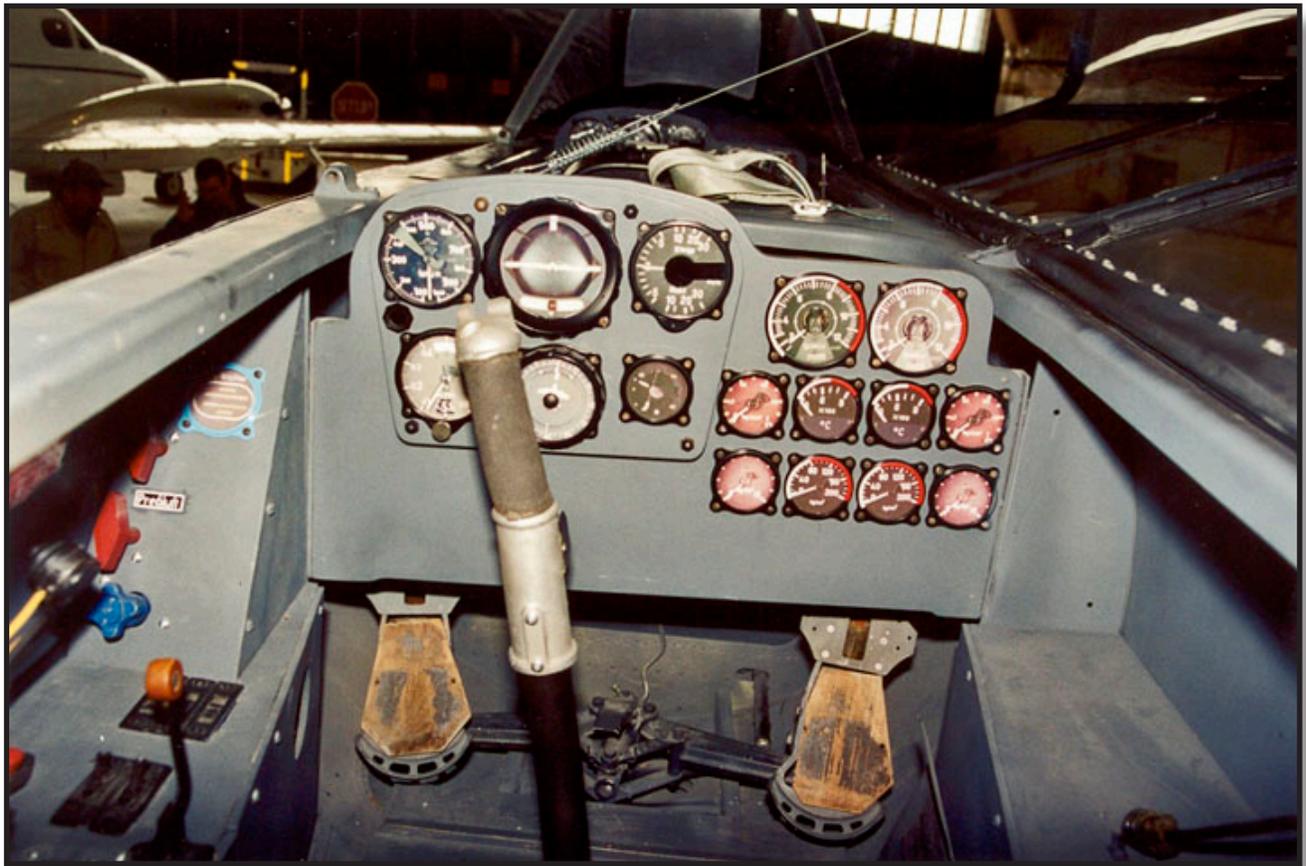
PHOTO ESSAY OF A Me 262B-1a,

These photos show the rear cockpit of the Me 262B-1a Jet trainer. The new Hobby Boss Me 262B-1a trainer reviewed in this issue has a few problems. If you really want the trainer variant you will need these photos for the rear seat configuration and a few other details. Enjoy! These photos are of the only Me 262B-1a Trainer in existence. It was at Willow Grove NAS in Pennsylvania for many years but has been restored and now resides at the National Museum of Naval Aviation in Pensacola, Florida. 

Steve

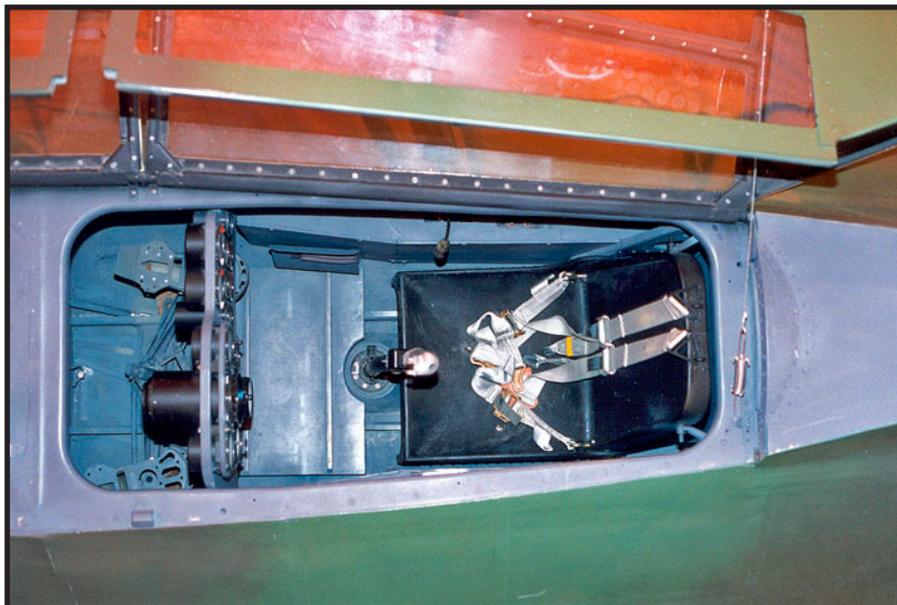


← Restored Me 262B-1a rear cockpit looking forward. The rear cockpit is very rudimentary with only the basic flying and engine instruments. The colors here are incorrect. Instrument bezels and faces should be black and the sheet metal and instrument panel should be RLM 66 Black Gray (sort of like hot rod primer with a touch of blue). Note there is no rim around the cockpit. The night fighter has a approximately one inch rim around the age of the cockpit.



Another photo of the instrument panel with a better view of the control column. The tan pieces on the rudder pedals are wood blocks

much like the training blocks on kids tricycle pedals. these appear to have been put there by the people doing the restoration.



Looking down into the rear cockpit reveals floor details and rudder pedals visible behind the instrument panel.

Continued on p8



← The aft turtle deck of the trainer level area without the fuel filler that is on the night fighter and in the kit. With the seat further back on the trainer the level area with fuel filler cap was deleted. The basic fuselage structure intrudes a little on both turtle decks.



↑ The right side of the cockpit is also quite austere. Note the thickness of the instrument panels. They were made of wood as were the side consoles front and back.



← A left front view of the rear cockpit. The prominent red knobs are the emergency drop tank release and the Emergency landing gear release.



↑ The left side of the cockpit has the same control group as the front but not the instruments.



↑ The nose cone of the kit has the gun camera port correct for all Me 262s but the night fighter, The night fighter did not have the gun camera nor the aperture in the nose cone for it.

This photograph shows the control column base without the customary boot to protect the mechanism from dirt and obstructions. →



↑ Here are the flare ejection units located on the left lower aft fuselage side. There are two units of four on the trainer while the night fighter has two more units of four each located further aft and slightly higher.



↑ This photograph shows the seat belt attachment and turtle deck details very nicely. The hole by the canopy restraint cable is for the canopy latch.





OUR MEMBER PROFILE - Nick Buro



From time to time we will be adding these member profiles to the newsletter in an effort to let us get to know each other better. This is the first. I got the idea from other newsletters I have come across and thought it was a good idea. The plan is to interview one or two members at each meeting and run one in each newsletter. If you have any other questions you think would add to the interview let me know either by e-mail or at the meeting. yhaos

Tell us a little about yourself. How and when did you get started building models?

I started when I was about 5 years old. Some neighborhood kids were building gas models and I was interested in them. My earliest recollection is of building Megow kits.

Favorite Scale?

Lately It has been 1/32 scale but in the past it was mainly 1/48 scale.

What are you currently building?

I have two projects in the works – A Sopwith Triplane and a FE-2b. Both are Wing Nuts Kits.

How many models do build a year?

I have been building about two to three models a year, down considerably from what I used to build. Since my wife died

recently I don't seem to have the will to concentrate and the building goes slower.

How big is your unbuilt kit stash and why?

More than I can possibly build. I have about 70 to 74 unbuilt kits. I don't know why. I just see a kit that I like and buy it. It just captures my imagination.

Why did you get into the hobby? If you are returning to the hobby what brought you back?

My interest in aviation got me into it and keeps me in it. I even built when I was in the Army.

What satisfies you about building a model?

I get a sense of accomplishment when I finish a model and particularly when I really like the subject.

What most frustrates you when building?

Small parts are particularly frustrating, particularly with my arthritis. Also frustrating is when something doesn't work out like I would like it to.

What is your dream project to build?

I would like someday to build a really nice B-17. I flew in them during the war and I have a soft spot in my heart for that airplane. For some reason I haven't built one yet though.

What is the dumbest thing you did to yourself or your model while building a kit?

Screwing up rigging on a biplane. It has happened more than once.

How did you hear about The Long Island Scale Model Society and what persuaded you to come to a meeting?

I used to travel with Jack Kennedy on the Long Island Railroad and he got me interested in the LISMS. Also, Jim Katana ran the Squadron Shop in Syosset before moving out to Middle Island and I met others there. I eventually joined and have been a member ever since.

What was your best and worst excuse for coming home with a new kit?

Thankfully, I never really had to make an excuse. I would occasionally tell my wife that "I flew it during the war" or "I'm going to name it after you Babe.

What other hobbies/interests do you have?

None really. Aviation and model building are about it. 🛩️

Show Calendar Listing for 2014

See Bob DeMaio for details

Date	Event & Location	Website	Day
April 4, 2015	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ	http://njipms.org	Sat
April 11	RepLICon 27 130 Merrick Rd Freeport NY	www.lisms-ipms.org	Sat
Aug. 5-8	IPMS National Convention Columbus, Ohio	www.ipmsusa.org	Wed-Sat
Sept. 25-26	Armorcon Crown Plaza Danbury, CT	http://www.militarymodelers.org	Fri-Sat



1/25 scale 1961 Ford Pickup by Walter Plotz
Photo: John Musolino

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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.alsandtoyandsoldier.com

Alan & Sandy, Shop closed. On line orders only at this time.

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.

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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.

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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 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:

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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:

PAYMENT OPTIONS:

Check: Check #: Amount:

Credit Card:



Master Card



Visa

Card Number:

Exp. Date:

Billing Address
if different:

Name:

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City/State:

Zip:

Phone:

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