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RED, WHITE & SPRUE

Volume 22 Number 12

★ LISMS NEWSLETTER ★

December 2015



- Kit Build- Icarus Spacecraft
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Next meeting date:
Monday, December 14th
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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Model: PBV
Photo: Cover Art - Al Zygier



Thanks go out to Steve last meeting who showed us very interesting pictures from Leningrad and Sweden. I was impressed, especially since I don't have any plans of ever visiting there. Maybe when my wife retires, I can consider a one trip does all throughout the Scandinavian and European countries. Steve will come back for a continuation next year.

Don't forget December 14th the second Monday of the month is our Holiday Party at the Airpower Museum with hot food. Bring your money if you ordered items through the club. You must be a paid up member or **NO HOLIDAY PARTY FOR YOU!**

- January, Rob will do another weathering clinic, or have Steve continue his pictures.
- February will be a clinic night TBD, or Steve's pictures?
- March we will have the club contest night.
- April will be a clinic night TBD.

No word out of IPMS for a replacement secretary. If you must communicate with IPMS for any reason, try contacting the officers who might be able to assist you or direct you to the proper person.

I attended the LI Figure Show and I was disappointed to see a serious drop off of exhibits as well as attendees. It's time to figure out somehow why all the shows are in distress. Is it the expense of continuing the hobby? Have we lost that many hobby people to the heavenly gates the past 4 years? Is it family issues? Are shows so contest oriented that non-winners have been dropping out of entering? Maybe all of the above? I am putting all I can into advertising our next event at a new location that should bring out the hobbyist and visitors, I spoke to a few different vendors to spark their interest to attend.

Remember Steve Muth, our newsletter editor, can always use some reviews of any length on any of our hobby items. Even if you see a review of an item in a magazine, not everyone buys them and it would be nice to let our members know about the product. Steve will take care of editing and if necessary, look for a picture to add. If you need a form to follow, to make your effort easy, I and Steve have them at the meetings.

So here is where I add another Happy Holiday Season to all! Have a safe and healthy New Year starting 2016! I hope to see you all at our January meeting on the 18th. Yes it is Martin Luther Day. The Library is open and so is our meeting night. Our February meeting will change and you will be notified.

Keep our hobby alive and well,

Bob



1/72 (?) Icarus Spacecraft from Planet of the Apes

by Skyhook Models

Article by Sal Picataggio with
photo by Janet Picataggio

Many folks are afraid of resin models. I was, too, until I saw this model. I am a Planet of the Apes fan (hereafter known as POTA). The original, 1968, REAL movie. Not the Tim Burton (ugh!) one. The recent ones, well, maybe. I did watch the live action TV show some 40+ years ago (God, I'm old!), just to see Roddy McDowell every week. I even read the original novel, just for the heck of it. Fun fact- the author who wrote POTA also wrote the Bridge on the River Kwai. How's that for range?

Anyway, while playing on the Internet, I read about this model. Skyhook Models is a small garage kit company that makes resin models of science fiction subjects. Check them out online. I decided to give it a try. Like most resin kits, it's a bit pricey at \$50. The parts count is low- 2! You get the spacecraft and the water base. The model depicts the scene at the beginning of the movie where the ship makes a water (crash) landing, and the crew (minus one- the female, whose suspended animation chamber malfunctioned and has died of old age) has to abandon it before it sinks. By the way, the ship has no real name. No one ever calls it anything in the movie. Years later, some writer dubbed it "Icarus" for whatever reason. The prop used in the movie was used again in Beneath POTA as a crashed, second, ship, and again in Escape From POTA as the original. I believe it was used for the TV show, too. I don't know what happened to it, but it may still be on the back lot of a movie studio somewhere.

Resin kits can be difficult because of the nature of the material. There are different types of resin and they can be tricky. Sometimes there are bubbles which should be filled, although this kit didn't have any. I would recommend washing the parts in warm soapy water first. Styrene cement does not work on



resin. Use super glue. Finally, resin and model paints do not always work harmoniously- be careful when painting and VERY careful when masking.

After washing and general clean-up (light sanding/scraping where needed to refine the shape), I began painting. The ship is white overall, with the anti-glare panels being dark green. The windows were painted black. After a gloss coat the kit-supplied decals went on, consisting of the American flags, the "United States" logo, and the red/white/blue stripe. The controversy is now what to paint the nose, if anything. The full size prop was white overall, while a smaller model used in the "sinking" scenes had the nose a bronze/gold color. I left mine white. The water base was painted blue, and I used white to represent the rear of the ship now underwater. Several coats of gloss clear gives it the wet look.

The ship was then glued to the base, and I used putty to represent the foam separating the ship from the water. This was painted white. The final touch was to discolor the nose from re-entry. Ground artist charcoal was liberally brushed on. The end result can be seen in the photos. Now, where did I put that Statue of Liberty model? 🗽



1/47 IM-99 Bomarc

by Revell # 8602

Reviewed by Steve Muth

The Bomarc was the only ground to air missile fielded by the United States Air Force. Designated variously IM-99, F-99 and CIM-10 it was a Mach 2.5 – 2.8 ram-jet powered interceptor for the Cold War air defense of North America. There were two variants; the IM-99A with a liquid fuel booster (carried internally) and tube based electronics and the IM-99B which had a solid fuel booster, solid state electronics and improved Marquart ramjets. The main visual distinguishing characteristics were the screen shrouded exhaust expansion bells on the aft end of the ramjets of the B model. The Both variants had a cruise speed of Mach 2.5 – 2.8 with the B model having a higher max altitude and longer range – 440 miles vs. 250 miles for the A model. On 3-23-61 a Bomarc B intercepted a Regulus II supersonic cruise missile at 100,000 feet.

Flight tests began in September 1952 and the first squadron became operational in September 1959 with Bomarc As. Although designed for use with a 10kt WD-40 nuclear warhead it also could accommodate a conventional warhead and in fact initial Canadian Bomarcs had conventional warheads. Eventually, all Bomarcs had nuclear warheads. By April 1972 the last Bomarc squadron, the 46th ADMS had been deactivated and the missile's operational life was over. In the aftermath, the Bomarc was used as a realistic target other missiles but that is another story.


As an aside – within a year of activation there was an “incident”. A Bomarc A with a nuclear warhead caught fire at McGuire AFB in New Jersey on 6-7-60 after an on board helium tank exploded. The ensuing fire caused the warhead to melt (It did not detonate) and release plutonium which the fire crews spread around in their efforts to extinguish the fire. The site was cleaned up and then covered with concrete. This was the only major incident experienced in the Bomarc program.

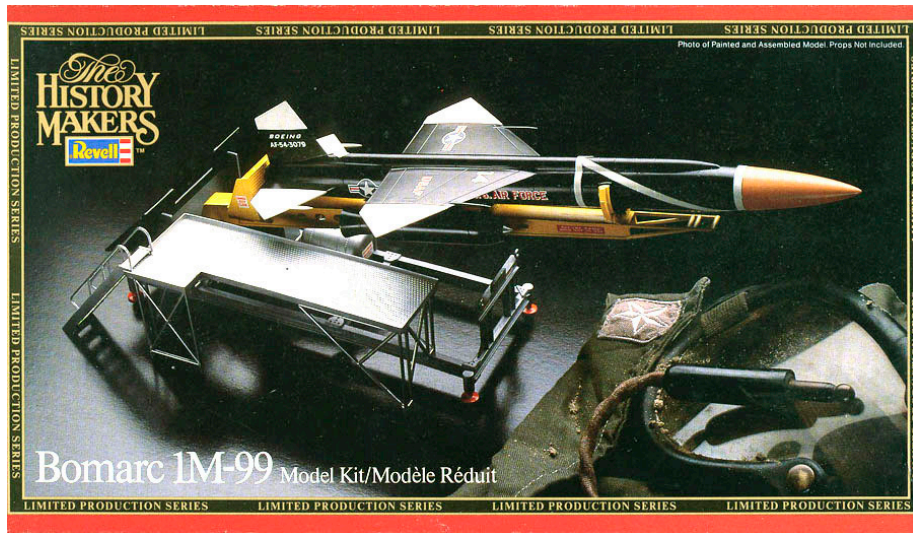
The Kit

The Bomarc was first released by Revell in 1957 but was re-tooled in 1959 and released in various boxings until 1980. All are of the Bomarc A variant. There are 60 styrene parts; 17 for the missile, 3 for two crew members with the balance of 40 for the launcher. Mold quality is on par for the era. There is some flash, a few shallow pin ejection marks and some sink marks, the most egregious being on the side platform of the launcher. Due to the non skid texture there these will be difficult to rectify and very obvious. The good news is that the service platform depicted was not apparently used at operational sites. The panel lines and rivets on the missile body are very heavy while the flying surfaces are fine. There are some raised lines on both the body and wings to indicate decal placement.

The instruction sheet is 8 pages with 23 assembly steps and includes a parts diagram with color callouts. The callouts are for generic colors (i.e. black, white, yellow, etc). The decals appear to be opaque but are slightly out of register. This is particularly noticeable on the Stars and Bars and the U.S. Air Force legend on the fuselage which should probably be replaced.

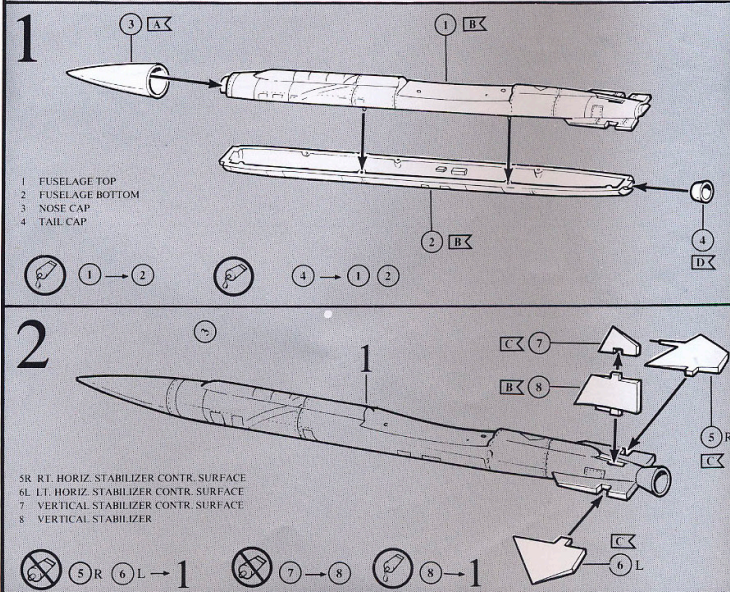
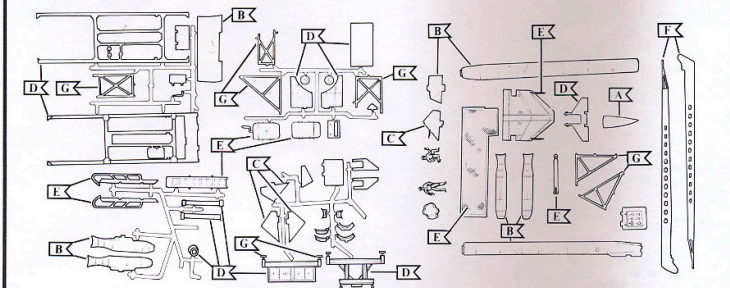
There is a dearth of detail photographs on the internet or published, particularly on the guidance vanes purported to be in the booster rocket exhaust.

Despite all these nits, the shapes appear to correct and with a little effort a very nice Bomarc can be built. Also, it is the only game in town in 1/48 scale (OK, 1/47 scale). If you see one at a vendor table at a reasonable price I recommend you pick it up. I paid \$25 for mine some years ago. If it ever does see a modern offering the price is sure to be exorbitant. The only major problem with this Revell offering is the sink marks on the side service platform and from available photos, most settings did not have it so it can be eliminated. 



8602-3800

| | | | | | | | |
|----------|--------|-----------|--------|-------------|-----------|------------|------------------|
| A | TAN | BEIGE | BRUN | TAANKLEUR | BEIGE | MORZNO | MARRONE BRUCIATO |
| B | BLACK | SCHWARZ | NOIR | ZWART | SVART | NEGRO | NERO |
| C | WHITE | WEISS | BLANC | WIT | VIT | BIANCO | BIANCO |
| D | GRAY | GRAU | GRIS | GRIS | GRA | GROS | GROGOP |
| E | SILVER | SILBER | ARGENT | ZILVER | SILVER | PLATA | ARGENTO |
| F | YELLOW | GELB | JAUME | GEEL | GUL | AMARILLO | GIALLO |
| G | ORANGE | ORANGE | ORANGE | ORANJE | ORANGE | ANARANJADO | ARANCIONE |
| H | FLESH | HAUTFARBE | CHAIR | VLEES KLEUR | HUDFARGAD | PIEL | CARNE |



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Photo Essay of the Bomarc A IM-99A

These photographs are of the Bomarc As on display at Hill AFB Air and Space Museum in Utah and the National Museum of the USAF near Dayton, OH. The Bomarc A at Hill is marked AF S/N 54-3079 and the missile at the NMUSAF is marked S/N 59-1897. But... as with many museum exhibits it is difficult to tell if these numbers are accurate or just representative. Keep in mind that many exhibits may be composed of several airframes and sometimes

the restorers are more interested in making the display more interesting or representative than accurate.

The Bomarc A has an internal liquid fueled booster for launch and two Marquart ram jets for sustained flight. Also its electronics utilized tubes. The Bomarc B, not covered here, has a solid fuel booster rocket, also internal, and had solid state electronics. 🚀

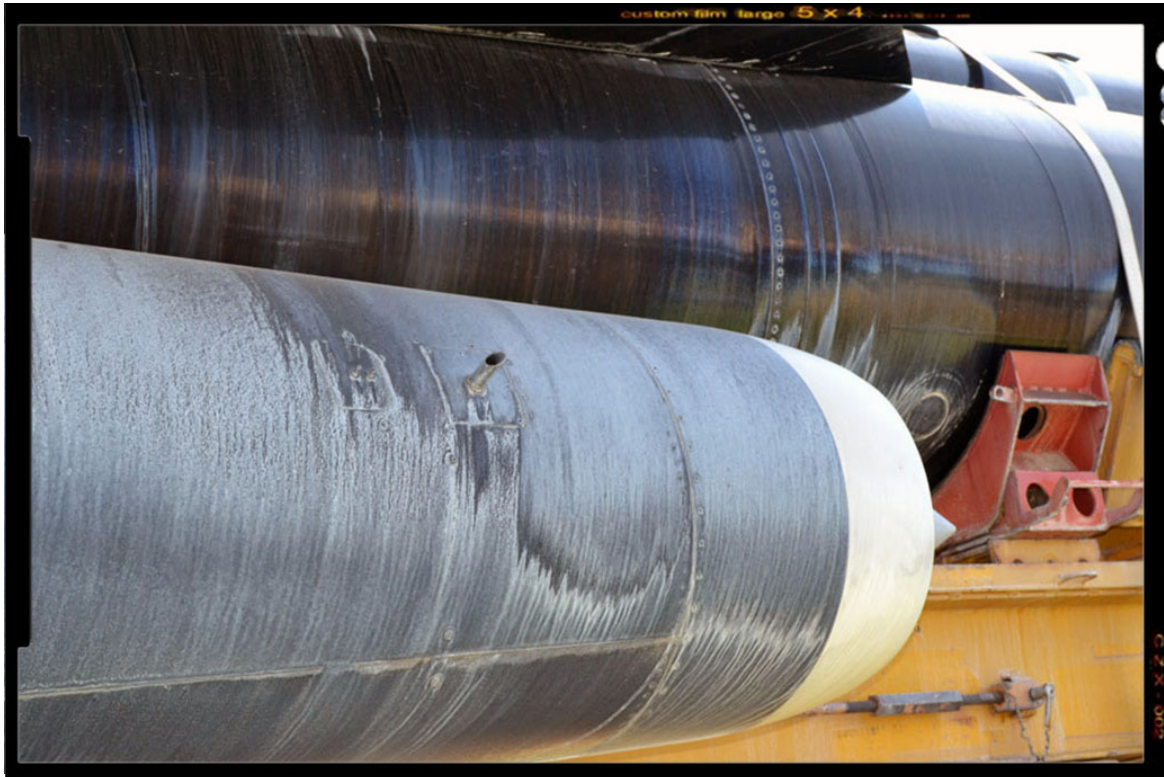
Steve Muth



Bomarc A at the Hill AFB Air Museum outside Ogden, Utah

Hill AFB Air Museum has a Bomarc A and a Bomarc B. Here the the A is in the foreground and the B is behind it.





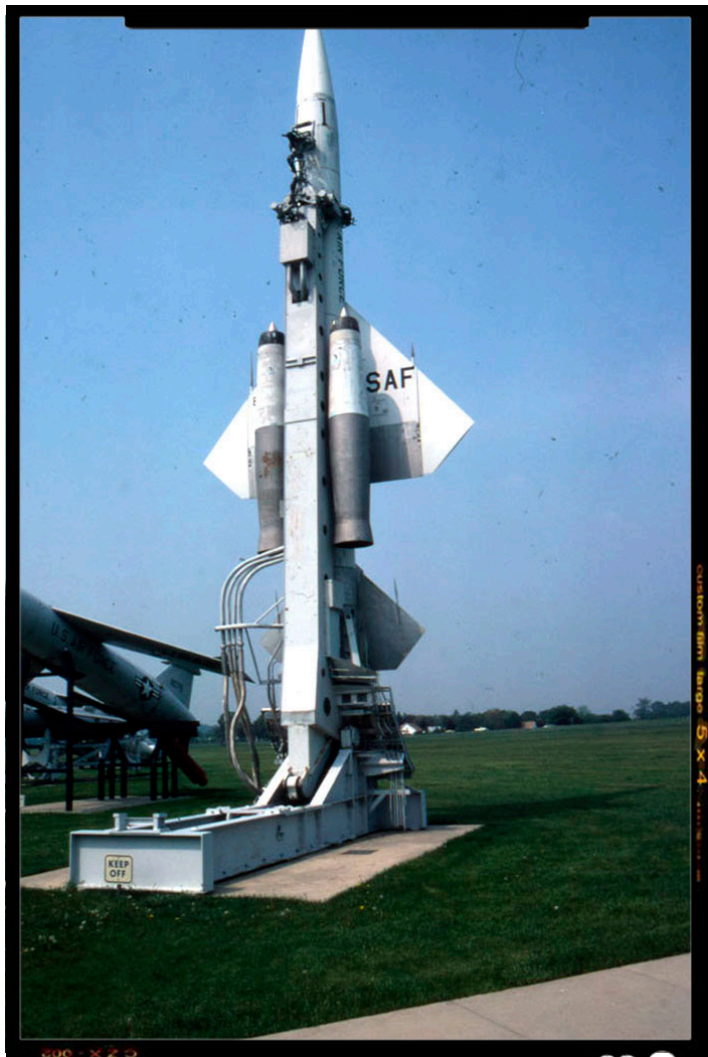
Here is a vent on the starboard ramjet engine.



Ports side elevator of the Bomarc A.



Photo Essay of the Bomarc A IM-99A



*Bottom of the Bomarc A on a launcher
at the National Museum of the USAF.*

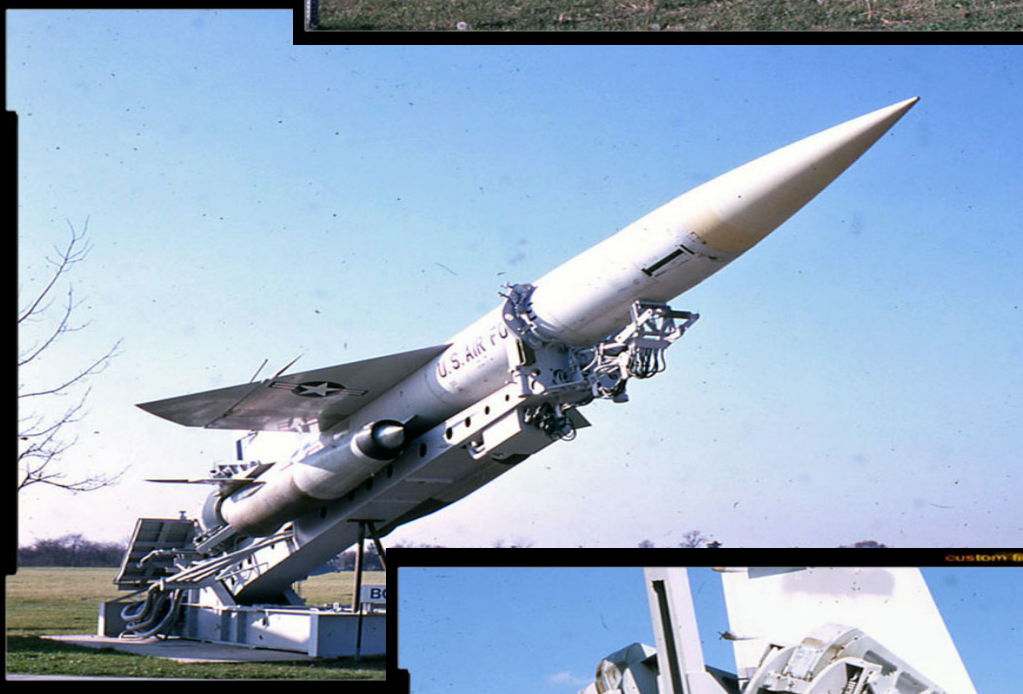


*Another view of the bottom of the
Bomarc A at the NMUSAF.*

*Starboard side of
the Bomarc A
at the NMUSAF.*



*Right front view of
the Bomarc A
at the NMUSAF.*



*Right rear view of
the Bomarc A
at the NMUSAF.*

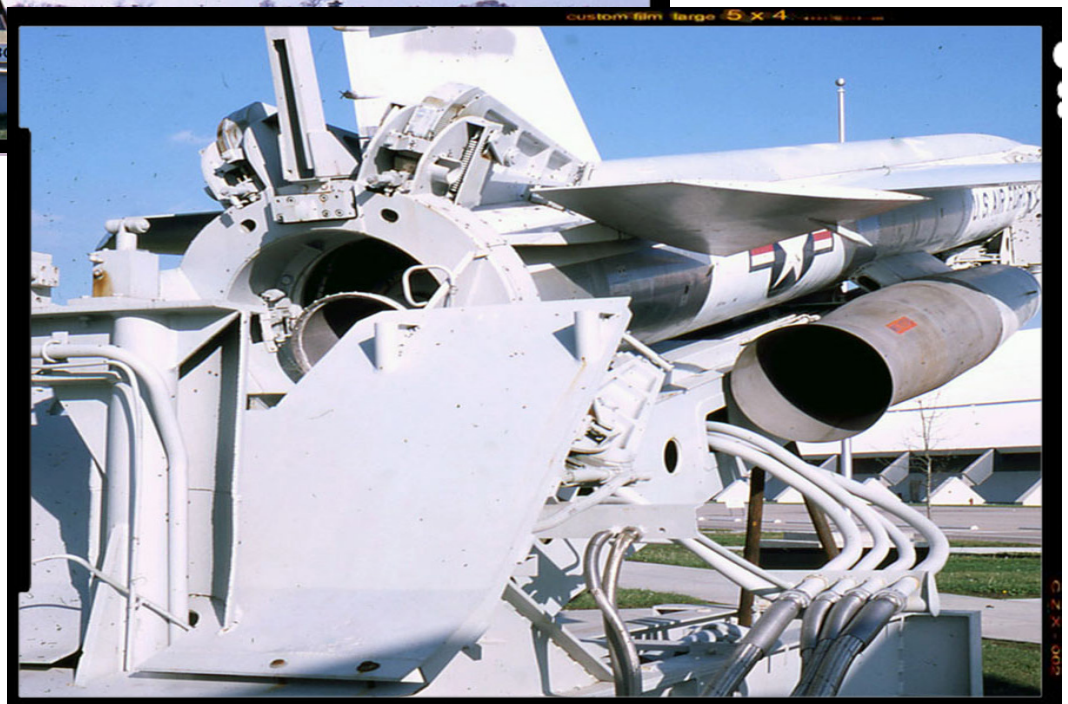




Photo Essay of the Bomarc A IM-99A



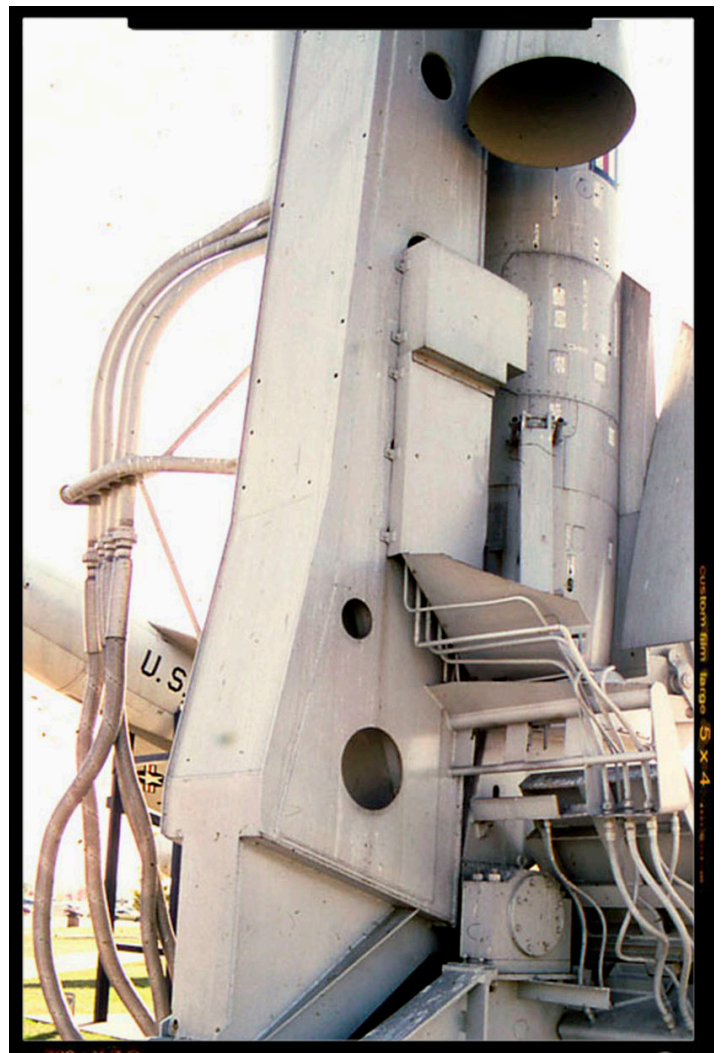
Another right rear view of the Bomarc A at the NMUSAF.



Lower surface of the starboard wing. Note the natural metal panels. It isn't known which if any were standard.



Bomarc NMUSAF Launcher base with rudder



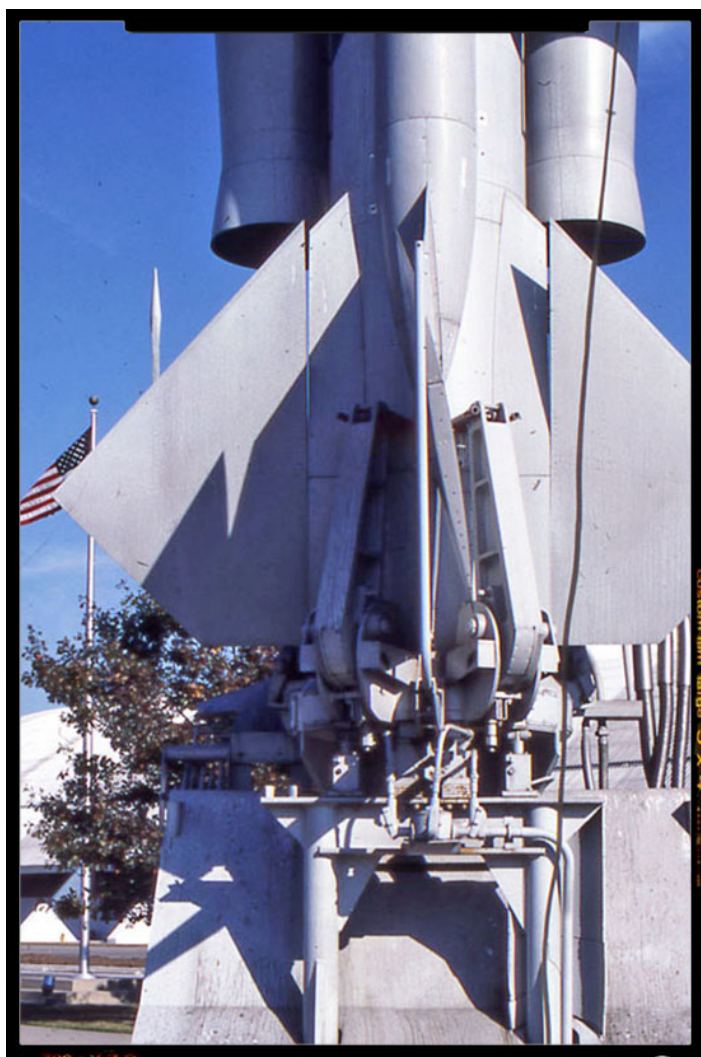
Starboard lower part of the launcher showing the myriad of pipes and cables between the launcher and the missile.



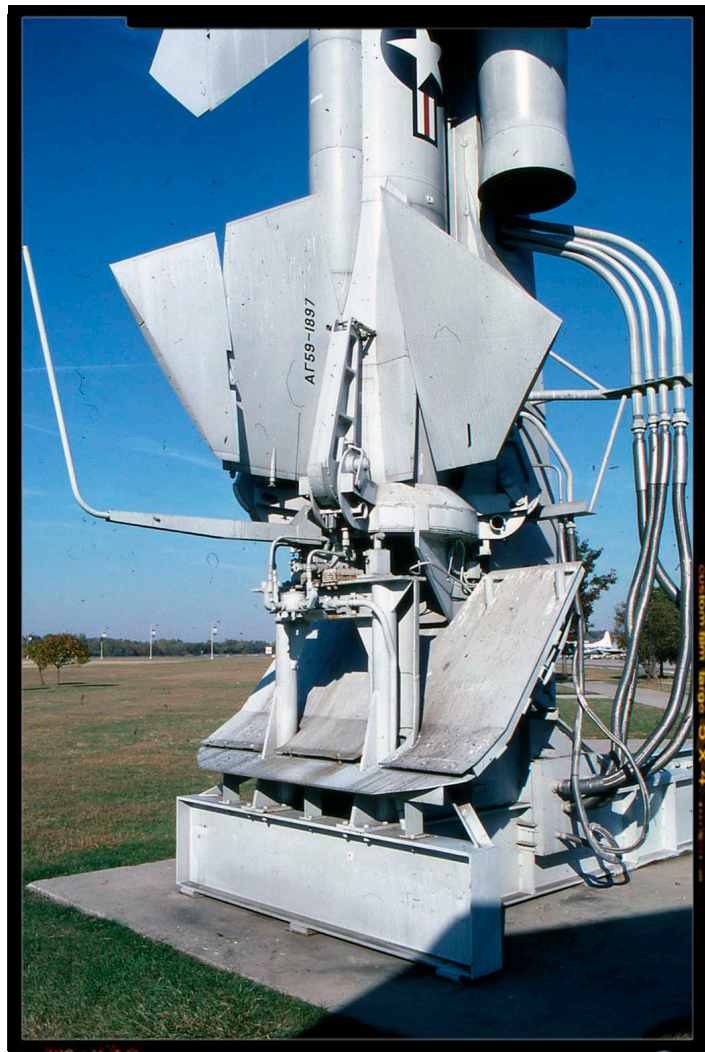
Photo Essay of the Bomarc A IM-99A



Starboard top view of the launcher mechanism with the exhaust deflection shield.



Tip of the tail with the missile erect.



Left top of tail with deflection shield details.



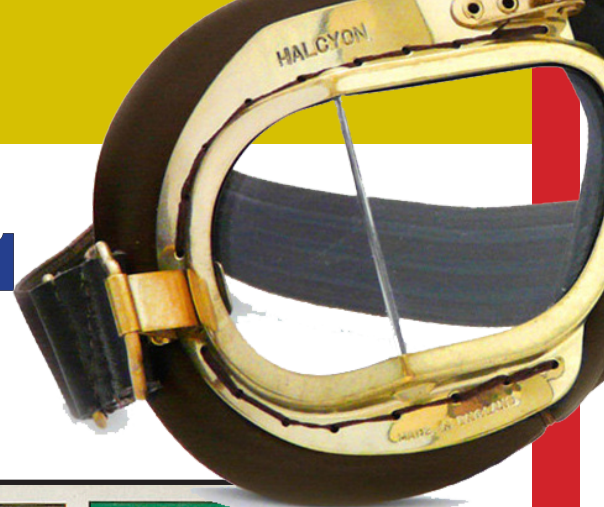
Bomarc A at the New England Air Museum (NEAM).



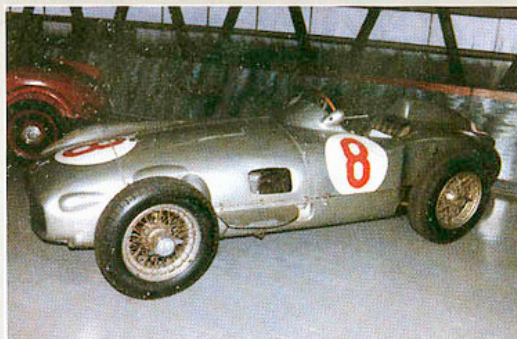
1/24 Mercedes Benz RW196 F.1

by Swift Models/Protar #219

Review by Steve Muth



**MERCEDES
BENZ
RW 196 F.1
WORLD CHAMPION
1954-1955
Juan Manuel Fangio**



**SWIFT
MODEL**

by PROTAR

Made in Italy

**Mod. 219
Scala 1:24**

By the end of the 1955 Formula I Championship season the Mercedes Benz RW196 had won five of the six championship races thereby securing the Manufacturers Championship for themselves and Drivers Championship for Juan Manuel Fangio. This car is the subject of this kit. With this triumph Mercedes Benz announced that it was withdrawing from competition for an indefinite period of time. Many believed the announcement was triggered by the disastrous crash of their 300SLR at Le Mans that same year.

The Kit

This kit was old when I bought it years ago and the moldings are commensurate with that era. Not that they are bad but they certainly don't have the crispness of current day moldings. I believe the original Protar kit was an exorbitantly priced kit made primarily in metal. That may explain the mold quality. The kit comes in reasonably sturdy top opening box with nice art work and a useful but not comprehensive photograph of the cockpit. There is moderate to light flash all around and some sink marks on the belly pan and the bottom of the nose piece. There are 67 styrene parts including a clear windscreen, 4 rubber tires, a metal mesh screen for the front air inlet and an 8mm tube. The instructions are of the exploded view type with 7 assembly steps and a parts tree illustration. It is 8 pages long and is in English, German, Spanish and French. Special mention must be made of the wheels. They are a Beautiful rendering of wire wheels. They are

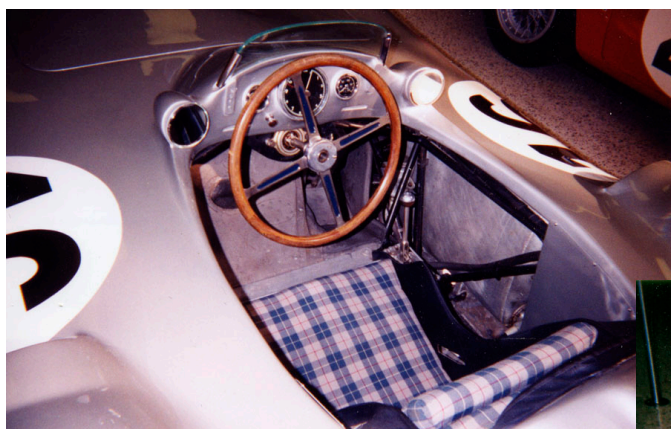
the best I have ever seen! They are plated but in a dull aluminum, not shiny at all. Very realistic. And the spokes are very delicate. They look like real aluminum wheels with metal spokes! Lastly, there are decals for race number 8, black on a white circle. There is no cockpit detail beyond a seat, instrument panel, steering wheel and gear shifter with a shift gate. There are no pedals or structural pipes. Also, there are no engine or crew figures. Disappointing is the lack of a decal for the Tartan plaid for the seat cover fabric common to the Mercedes race cars of the period. There is no way you could paint the plaid so you would have to make your own decal by photographing a piece of plaid. I could complain about the lack of pedals but in truth you wouldn't be able to see them anyway once the body was assembled and closed up. There are no color call outs. I know the body was painted silver and no doubt the wheels were natural metal. There is a color photo of a W196 broken down on page 100 of "German Racing Silver" by Karl Ludvigsen that shows the chassis and cockpit sheet metal to be black and the suspension parts to be a dark natural metal. The exhausts are a burnt metal gray with the external foot or so blending to a polished silver metal. Photos in my collection of the full bodied W196 at the Indianapolis Motor museum show the pipe structure to be black but the side sheet metal is silver. You pay your money and take your choice.

Overall, it looks like it will build into a reasonable model and if you see on a vendor table at a reasonable price I recommend you buy it. It is unlikely to be produced today at anything reasonable. 🍷



Essay of the Mercedes Benz RW196 Racer by Steve Muth

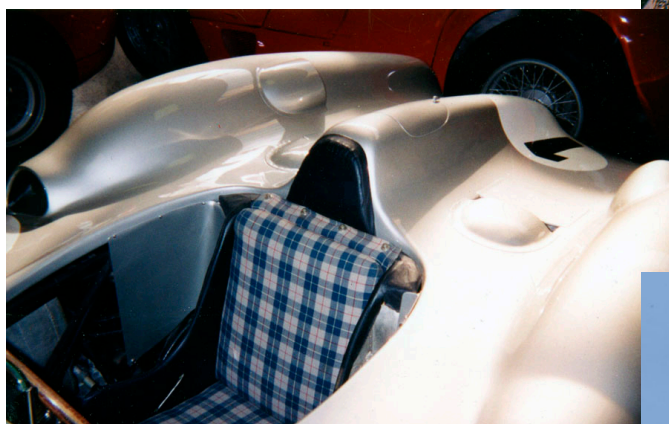
These photographs of the full bodied RW 196 were taken on March 12, 1997 at the Indianapolis Speedway Museum. The full bodied variant was the initial body work and was used on the faster tracks where the added streamlining improved their performance. For the slower tracks a normal open wheeled configuration was used. These photos give a good view of the floor, seat, cushions, right side, steering wheel and instrument cluster. They were presumably the same as the open wheeled version except for the streamlined body shell. Notice that there were natural metal fuel tanks outside the basic chassis frame which is black.



M-B W196 Indy Cockpit right forward



M-B W196 Indy Cockpit right forward



M-B W196 Indy Cockpit right rear



M-B W196 Indy Cockpit right



Show Calendar Listing for 2016

See Bob DeMaio for details

| Date | Event & Location | Website | Day |
|---------------|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| April 2 | Mosquitocon 25 1 Pal Drive Wayne, NJ | http://njipms.org | Sat |
| April 29 & 30 | NOREASTCON 45 The Museum of American Armor 1303 Round Swap Road Old Bethpage, NY 11804 | www.lisms-ipms.org www.themuseumofamericanarmor.org | Fri-Sat |
| Aug 3 - 6 | IPMS National Convention 2016 Columbia Metropolitan Convention Center 1101 Lincoln St Columbia, SC | http://www.ipmsusa2016.com/ | Wed-Sat |
| Sept. 23-24 | Armorcon Crown Plaza Danbury, CT | www.militarymodelers.org | Fri-Sat |
| Oct 22 | HVHMG 26 Elks Lodge 29 Overocker Road Poughkeepsie, NY | www.hvhmg.com | Sat |
| TBA | Baycon 2015 Elks Hall 326 Farnum Pike Smithfield, RI 02917 | www.ipmsbaycolony.com | Sun |
| Nov 12 | LIARS Freeport Recreation Center 130 Merrick Rd. Freeport, NY | www.wix.com/liarsmodelcarclub/liars | |
| Noc 19 | Long Island Figure Show Freeport Recreation Center 130 Merrick Rd. Freeport, NY | http://www.longislandmodelsoldiers.com | Sat |

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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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www.alsandtoyandsoldier.com

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

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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.

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Photo: Steve Muth



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