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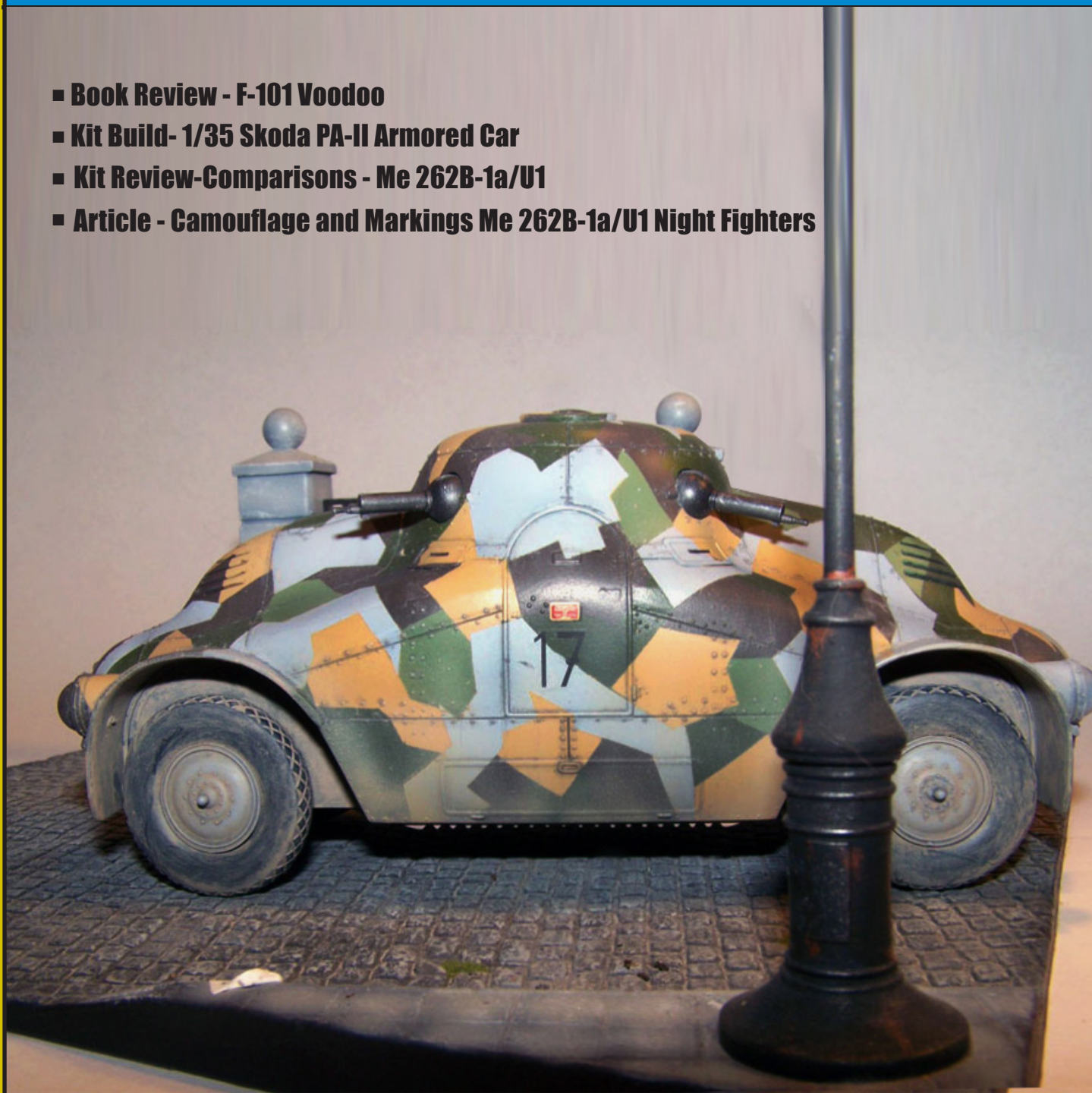
RED, WHITE & SPRUE

Volume 23 Number 1

★ LISMS NEWSLETTER ★

January 2016

- Book Review - F-101 Voodoo
- Kit Build- 1/35 Skoda PA-II Armored Car
- Kit Review-Comparisons - Me 262B-1a/U1
- Article - Camouflage and Markings Me 262B-1a/U1 Night Fighters





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: 1/35 Skoda PA-II Armored Car
by Bill Koppas
Photo: Bill Koppas



Happy New Year! I hope everyone made it through the holidays without any ill effects and the new year will bring better times. There were some members who missed the holiday party last month and sorry for your non-attendance. Please try to make it this year in December. I just cannot believe how fast the years go by. I thought they would cruise by slower be-

ing retired, but no they haven't.

Our meeting this month will be on Monday January 18th! YES the library is open on MLK day as always. No need to contact me to ask. I haven't checked with Steve or Rob yet so maybe from the time this gets published and I send it out I will have an answer. I will post it in the e-mail. In any case, bring down models in the works, and/or completed. We always like to look!

I received the latest IPMS Journal (Nov-Dec) and our half page ad is in it, not in the front portion of ads but toward the back. Maybe it will be different in the January-February release. Our show is not in the Event Listing section because it ended at the Mosquitocon date. There are several January and February contests that should free up space for our show dates and others to appear.

Well, after working on a model for seven months, I just had to build a few smaller kits again. Santa has left me more kits to build. Build a few, get a few. I just cannot seem to build fast enough. After finishing a 1/32 aircraft and a 1/35th artillery piece, I'm working on a small 1/35th Bronco kit that feels like a 1/48th scale. I am actually enjoying the Bronco quality though. I think this is my first Bronco kit and I'm not disappointed at all. I'm not mentioning what I built to be out there in the public's eyes if they read this, for we are supposed to be anonymous when entering the contests. Well, we try to be.

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.

Keep our hobby alive and well,

Bob

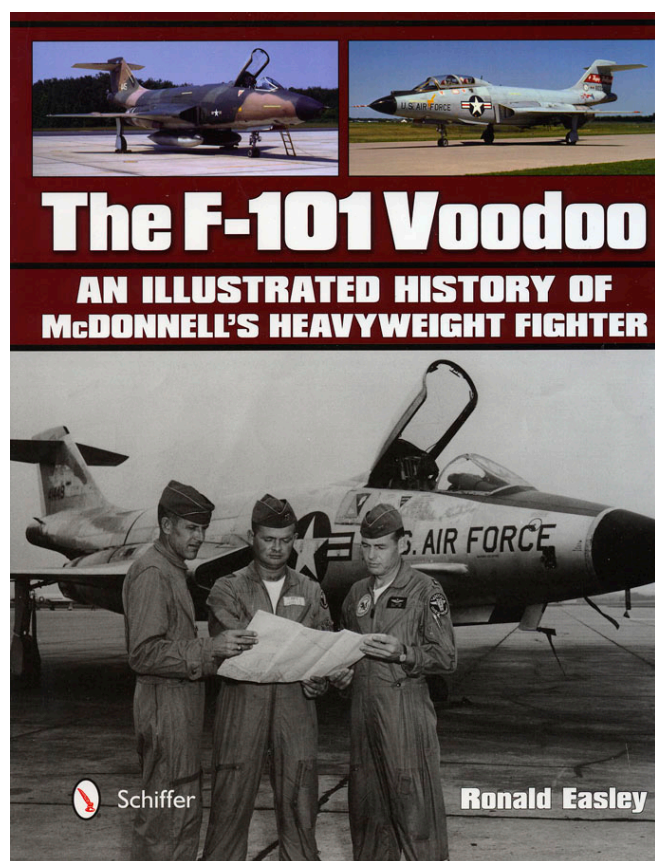


The F-101 Voodoo

An Illustrated History of McDonnell's Heavyweight Fighter

by Ronald Easley, Published Schiffer Publishing, 2014, HB, 248 pages ~\$60.00

Reviewed by Steve Muth



This is a great book on the F-101 Voodoo! However, it is not aimed at the modeler. There are a few instrument panel photographs but no real cockpit or landing gear images.

What the book has is a tremendous amount of historical data and anecdotes in a very readable prose. The whole history is covered from the XF-88 to the final EF-101 "Electric Voodoo". It is all you wanted to know about the Voodoo. The book has an excellent bibliography, of 6 pages, and a 2 page index. There are a plethora of photographs, with many in color. They are excellent, well reproduced and printed on good quality opaque paper.

On the negative side – the narrative jumps around a lot, making keeping track of the time line difficult. Also, the chapter names do not necessarily reflect the content of the chapter.

All in all though, a good book on one of the lesser covered century series fighters. As a testament to the "rightness" of the design it was conceived of as an escort for the B-47 and B-52 bombers then morphed into an atomic weapon armed interceptor when the F-102 ran into problems but really came into its own as a reconnaissance platform. It ended its days as the all black EF-101 "Electric Voodoo" electronic countermeasures intruder and used as a high speed electronic aggressor in many NORAD exercises. It had extremely advanced deception capabilities. It has since been returned to the United States for display in North Dakota.

Altogether, despite the price, I found the book an excellent value and one of the better books on the subject. Recommended. 🍷



1/35 Skoda PA-II Armored Car

Takom #2015/2024

By Bill Koppas

If it looks like a turtle...it will get the nickname. Skoda's PA-II armored car was unique for sure. The idea behind this rounded design was to get as much ballistic protection as possible out of fairly thin armor plate. These 5.5 mm sheets were hammer shaped on a form and riveted to a frame. Certainly this vehicle looked like no other. No turret was mounted leaving room for no less than four Schwarzlose water cooled machine guns of limited traverse (and sight picture). This symmetrical vehicle had two drivers and full steering equipment in both ends, a feature used in several other armored cars, I assume used to get out of trouble quickly.

The Czechoslovak Army ordered 12 in 1924 but tested them and found them heavy and unable to run much off road, so three ended up sold to the Vienna Police and the rest to Czech police forces (some of you think OUR cops are over armed?) where they showed up in various newsreels over the 1930s, more a curiosity than anything else. The Germans of course found a use for them after overrunning Europe, turning them into radio cars with a large ring antenna. Without much room inside they weren't much good at this either.

Well, the turtle might not have been much of an armored car but it does make a cool model. It looks different and has, in Czech use at least, a very colorful camouflage pattern. The Takom 1/35 kit is very nicely molded with lots of rivets, the main body being a single casting, with two more halves making up the 'turret' portion. The fit of the upper parts was a bit dodgy, leaving gaps that needed filling. The drive trains are easily assembled following the directions; just make sure everything is oriented properly for the steering rods. The fender well parts are also a bit of a tricky fit, and split right where they cross under and also require filling and sanding. But really not that difficult and as armor kits go this one has a very low parts count. The lights on

both ends may be shown open, with clear lenses provided, or shut down with round caps.

The real challenge is the painting, if you select a Czech machine. Two camo schemes are rounded patches and one is what I call art deco digital, having jagged patches, 5 colors in all. I did this one because it had no black edging to the different colors as did the rounded ones. All colors were sprayed using my trusty old Paashe H, using Model Master enamels. The base coat of light gray was masked in patches of masking tape cut to try and match the patterns in the instructions. This was made harder because the color plans don't follow in the tops and side patterns, so I had to make up my own to try and match. I had some fun making it up as I went, progressively masking all five colors trying to keep them evenly spread out. A LOT of masking tape was harmed in the painting of this model. Finally, the big moment came and I spent half an hour peeling masks to reveal the painted turtle in its glory. I gloss coated it, and applied the decals. Watch these as they don't want to move around after they are laid down. A burnt umber was applied to panel lines and rivets. Then I took the trusty Tamiya weathering sticks out and dirtied it up some, to simulate a car on field exercises to match photos. A Testors dullcoat sealed the deal.

A fun model it was, the paint process got a bit long but you can always do the all-gray German radio car if you like. But that has a turtle spoiling antenna on top, and no machine guns sticking out all over the place! You Germanophiles (you know who you are) now have another obscure German-used vehicle to do. This is not really a beginner's model but youse guys with experience should like it. Get a turtle. You don't need a tank for this one. 🐢



1/48 Me 262B-1a/U1 Jet Night fighter

by Italeri, DML and Hobby Boss

by Steve Muth



1/48 Me 262B-1a/U1
by DML/Trimaster
5519 (1993)



The DML/Trimaster and Italeri kits were reviewed and compared in this newsletter back in Volume 16 number 10. Suffice to say they were both produced from the same molds and differ only in the boxing, instruction sheet and decals. They are both multimedia kits and are quite good actually.

For this review/comparison the emphasis will be on the differences between the DML/Italeri kits and the Hobby Boss kit. The three are tabulated below to illustrate the differences:

Soooo. All three are good kits but the Hobby Boss kit has more detail, a nice nose weight, styrene tires and better windscreen concept. The DML/Italeri kits treat rivets better by eliminating them. After all, the original had all the panel lines and rivets covered

with putty. They have kept the panel lines though. The lack of P.E. in the Hobby Boss kit is a plus in my book but the nose antenna braces are wrong unless you plan on modeling the specimen in The South African War Memorial Museum. I cannot find any photos of these braces on photos taken prior to the aircraft being surrendered to the British. I believe they were added post surrender.

A step by step build-up of the DML kit can be found in the September 1993 issue of the now defunct "Military Aircraft Review" (You did save it didn't you?). According to this article there are fit issues at the nacelle/wing and fuselage/wing joints. It further states "while this kit has no major short comings, it is temperamental.

Take your time with the landing gear, wheel well, and engine nacelles and you will be tickled pink with the result" These issues would be applicable to the Italeri kit too.

I haven't seen any such criticism on any of the Hobby Boss Me 262s.

All in all, it is a matter of preference. You pays your money and takes your choice. 🐷

Notes:

1. Has some parts for A-1a single seater but no canopy for such.
2. Has some parts for A-2a Bomber version but again no canopy.
3. According to photographic evidence only the South African specimen Red 8 had these braces and they were probably added by the British after the surrender.



1/48 Me 262B-1a/U1
by Italeri
2679 (2009)



1/48 Me 262B-1a.U1
by Hobby Boss
80379 (2015)



	DML	ITALERI	Hobby Boss
Number of parts	187	187	175
P.E.	2 Frets 38 pts	2 Frets 38 pts	none
Metal nose weight	no	no	yes
Rubber tires	yes	yes	no
Decals	Red 6, 11, small 6	Red 8, 10, 12	Red 11, 12
Stencils	Yes	Yes	Yes
Instructions	10 pages 13 steps	8 pages 11 steps	8 pages 7 steps
Panel lines	Delicate	Delicate	Delicate
Rivets	No	No	Delicate
Extra parts	Yes ¹	Yes ¹	Yes ²
Gun bay	Closed	Closed	Open
Pose able parts	No	No	Tail surfaces
Interior fuselage parts	No	No	Yes
Windscreen	Standard	Standard	With some fuselage
Antenna braces³	No	No	Yes
Full engines	No	No	No
Mold quality	Excellent	Excellent	Excellent
Flash	No	No	No
Sink/Ejection Marks	No	No	No
Parts bagged	Yes	Yes	Yes

Camouflage and Markings

Me 262B-1a/U1 Night Fighters Of 10./NJG11

by Steve Muth

There were probably only 5-7 Me 262B-1a/U1 jet night fighters completed in the last weeks of the war. Of these four are known to have been delivered and accepted by 10./NJG11. All four were captured by the British and are the subject of this analysis. The four captured aircraft are Red 8, Red 9, Red 10 and Red 12. The author has been unable to find photographs of any other Me 262B-1a/U1s despite publication of profiles of others, such as Red 11.

RED 8

We are indeed indebted to Mr. Ronald Belling, an artist, for doing a rather comprehensive survey of the camouflage of Red 8 while it was at Donnotar in South Africa before any restoration or repainting had taken place. In June 1954 Mr. Belling visited Hanger II at the Central Flying School, at Donnotar in South Africa, where Red 8 was in storage with several other Luftwaffe types. While there he did a careful survey of the camouflage patterns and colors and took color samples. Although initially referring to the colors as RLM 81 and 82, due to the confusion of identifying the late war colors 81, 82, and 83, it would be prudent to just go by the name colors dark green, dark green-brown and bright mid green, which he originally used to describe the colors.

According to Mr. Belling, the camouflage all begins with a gray primer similar in color to RLM 63.

For the fuselage and vertical tail sur-

faces a coat of RLM 76, a pale bluish gray with greenish undertones was applied. To tone down the brightness of the 76, a very thin coat of RLM 02 was then applied followed by a close mottle of dark green (RLM 81?) and bright mid green (RLM 82 or 83?). Both colors were applied with varying spacing, color density and overlap in a fine irregular pattern. Port and starboard sides were different in that the port side was more regular and the starboard side had more short strokes and lines. The dark green was the more dominant color and was more concentrated in certain areas.

The wings and horizontal stabilizers were solid bright mid green. They were not splinter camouflaged or mottled.

All undersurfaces were matt black laquer, not distemper, including the bottom of the fuselage, wings, horizontal stabilizers and the entire engine nacelles with the exception of a narrow strip of RLM 80 green on the top to soften the color change with the wing top surface. This RLM 80 was a shade roughly between the black and the bright mid green and had a bluish cast under some lighting conditions. The demarcation between the black and the camouflage was soft edged as can be seen in the 1959s photographs.

The drop tanks were dull natural aluminum with a clear glaze overall. Tanks used on operations were probably matt black like the lower fuselage.

Cockpits were overall RLM 66 black gray except for the seat frames and equipment brackets between the seats

which were dark green.

A friend of Mr. Belling later discussed the colors of the Me 262B-1a/U1 Red 12 with him after he was in England in 1946 at the RAE Farnborough show and said it had the same two color mottle as Red 8.

Apparently, Red 8, Red 9/FE-610, and Red 12 at least, were all painted the same as described above. These being distinguished by having bright green upper surfaces on the wings and horizontal stabilizers and black on the tops of the nacelles. They had similar mottle on the upper fuselage and fin/rudder. It must be noted though that all except the Red 8 colors are conjectural.

Missing from Mr. Belling's notes are wheel well and landing gear colors. Fortunately these areas have not been restored and are still in their original condition and the colors can be seen in the photographs of part 2 coming next month.

RED 9/FE-610

Red 9 ne FE-610 ne nose #306 – Figures 4, 5 and 6. Although Figures 4 and 5 are in black and white, on the original prints in the author's possession there are clearly two colors in the mottle. Also the wing uppers are a dark color and the nacelle tops are dull black. Figure 6 is in color and appears to have a dark gray mottle. The author believes this is really the two greens but due to the age of the photo and poor quality of the paint at the end of the war it appears to be a gray mottle. Figure 4 shows the same aircraft shortly after

being taken over by the RAF and the two colors are more distinct and tighter. From these photos and Mr. Belling's notes It would appear that Red 8 and Red12 were painted the same colors and since Red 8 is well documented it is reasonable to assume Red 9 is also mid green and a dark green.

FE-610 was sent to Cornell University and was scrapped sometime in the 1950s.**

RED12

Red 12 – Figure 9 clearly shows it to have the same tight two color mottle and dark upper flying surfaces. It was heavily damaged in a storm in 1948 and later scrapped.

RED 10

Red 10 has light wings and horizontal tail upper surfaces and light engine nacelle tops. Red 10 also has a different mottle on the fuselage with clear verti-

cal dark lines . This is clear in Figure 8. It is difficult to determine if the mottle is the same as Red 8 and 12 or if it is a 74/75 mottle. I tend to think it is the same as Red 8, 9 and 12. It would seem to me that since all were manufactured/converted and delivered within a short period of time – February and March – they would all be similar. The fly in that ointment is that Red 10 is apparently the only one with mottle on the top surfaces of the wings, tail and nacelles. 'Tis a dilemma.

RED11

Red 11 is illustrated in profile format in "Me 262 Schwalbe Pt 2" by AJ Press on page 63 showing it to be similar to Red 8 and the others with dark upper flying surfaces and black nacelle tops however I have not been able to find any photographs of it published anywhere to confirm this and believe all these profiles , and others of Red 11,

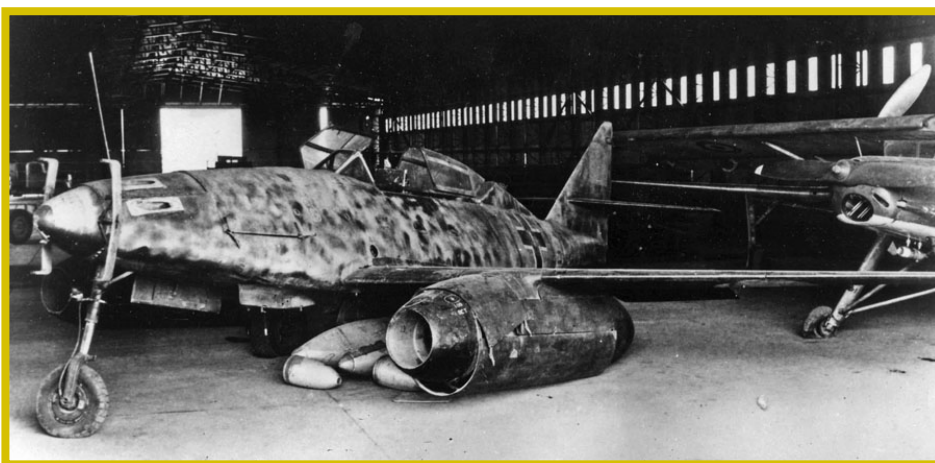
are spurious as an Me 262B-1a/U1 is reported** to have crashed before delivery to 10./NJG11 and was apparently never photographed.

So... there we are. Only four of the 5-7 completed Me 262B-1a/U1s appear to have been photographed and only because they were captured at the end of the war. All photos the author has been able to find are in black and white except for a one in color taken of FE-610 in the US and by that time the paint had been severely degraded not to mention the degradation of the photograph/negative between then and now. Again, we are extremely indebted to Mr. Ron Belling and fortunate that he is an artist and a model builder and was able to do a thorough survey of Red 8 while still in its original finish.

**Some sources claim FE-610 may be Red 6.*

*** Dan O'Connell, " Messerschmitt Me 262 Production Log".*

1.0 This is port side front view of Me 262B-1a/U1 Red 8 as it appeared at Hanger II of the Central Flying School at Dunnotar, South Africa in 1955 after being shipped from The UK. There are a few items of note. The fuselage carries a spurious Luftwaffe cross and for some reason the gun blast tubes in the nose have been either stripped of paint or replaced. It was in this state when Mr. Belling surveyed it and took paint samples. He was



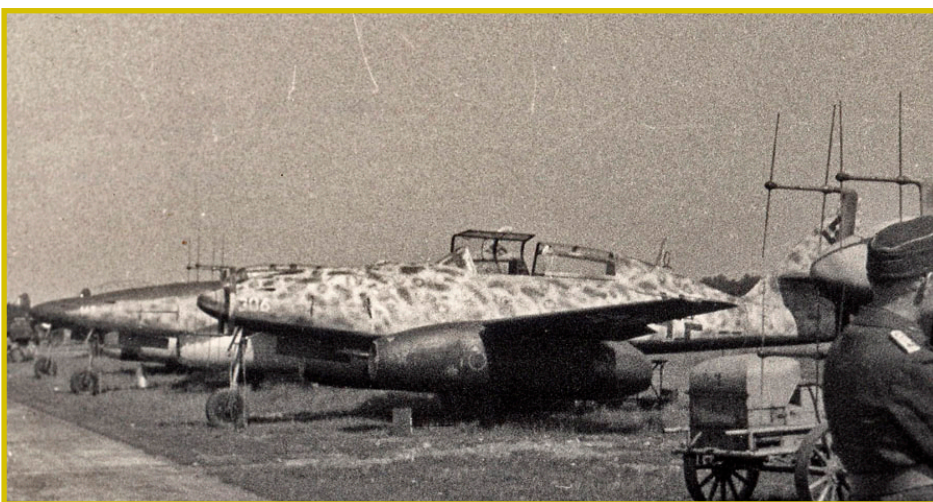
certain that basically the finish and marking was the original German as all the stenciling was there and there was no sign of repainting. N126, Photo courtesy of the South African National War Museum

2.0 The port side of Red 8 taken in Germany just after it's capture and roundels applied. Note the close mottle with two different colors. The original German marking are visible under the roundels and fin flash. The under wing crosses are white outline, the fuselage crosses are black outline and the swastika on the rudder is segmented and black. The small Red 8 is visible ahead of and below the windscreen while there is a white number 305 (The last three digits of the Werk Number) just ahead of the



radar antennas similar to #306 on Red 9. Note the gun ports are camouflaged with the nose. It appears that the drop tanks under the nose are black on the port one and natural metal on the starboard one. This photo illustrates very well the close mottle on Red 8. Compare this appearance with the mottle of Red 9/FE-610, Red 10 and Red 12. USAAF photo # 185149 Courtesy of the National Museum of the U.S.A.F.

3.0 Port front view of Red 9/FE-610 as it was at Schleswig, Germany shortly after capture and before any roundels had been applied. FE-610 can be identified by the camouflage pattern in the area of the canopy and the #306 just aft of the antenna. Note the absence of the 20mm long barrel in the lower gun position. D1958, Photo courtesy of the National Museum of the USAF



4.0 Starboard front view of Red 9/FE-610 with # 306 prominent on the nose was also marked USA-2 before being handed over to Watson's Wizzards.. Photo courtesy of the National Museum of The USAF



5.0 A port side front view of Red 9/ FE-610 in Germany, this time with the name "Ole' Fruit Cake" on the nose. It is believed this was applied by Wattson's Wizzards probably about the time the stars and bars were applied. Note the nose and fin tips are painted red. The mottle on the port side is somewhat heavier than the starboard side and the starboard side has the same stroke characteristic as Red 8. N1060, USAF Photo #78-17902-18 courtesy of the National Museum of the USAF.



6.0 Another starboard view, in color, of FE-610. This was taken in the US, this time with completely spurious Luftwaffe markings, a white FE-610 below the tail plane, a small red FE-610 partially obscured by the rudder swastika and red nose and rudder tip. The under surface black lacquer shows considerable wear on the nacelles. To the authors knowledge this is the only color image of the Me 262B-1a/U1. Comparing these photos 4 it is easy to see how difficult color determination can be without a reference. Were it not for Mr. Bellings's careful notes even educated guesses would be very suspect to say the least. N627 USAF Photo.



7.0 This full starboard side view of Red 9/ FE-610 clearly shows the characteristic bar mottle and the lower 20mm gun barrels. The lighter color of the mottle is very washed out in this photo. N188, USAF Photo via R. Pickett



8.0 Red 10, as can be seen in this photo appears to have mottled upper nacelle and wing surfaces and solid dark horizontal tail surfaces. Also the canopy is in a dark color and does not have the mottle that the rest of the fuselage has. The mottling appears much lighter but still appears to be of two shades/colors. You could make the argument that it is a 74/75 mottle but it would seem odd, but



not impossible, that an aircraft from the same facility and time frame would have different colors. Of course the same would be true of the wing and nacelle top surface. The elevator appears to also be a solid dark color. Note the rudder has been removed. N1050, USAF #78-17901-23 courtesy of the National Museum of the USAF.

9.0 Red 12 at Schleswig, Germany. Although a relatively poor photo this is noteworthy as it is one of only two photos the author could find of an Me 262B-1a/U1 in unaltered German national insignia - solid segmented swastika on the tail and simplified black crosses on the fuselage. Presumably the wings had white simplified crosses on both the top and bottom. The mottle appears to be close like the Red 8, and Red 9/FE-610. The wing, tail and nacelle upper surfaces appear to be a solid color. D1959, USAF Photo #166314



courtesy of the National Museum of The USAF.

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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Photo: Steve Muth



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