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RED, WHITE & SPRUE

Volume 23 Number 9

★ LISMS NEWSLETTER ★

September 2016

Book Review

Flying Tigers

In the Box Kit Review

1/48 FJ-1 Fury

Seen On Table

Photo Essay

FJ-1 Fury





Next meeting date:

Monday, Sept 19th

7:30 pm to 10 pm

Levittown Public Library

1 Bluegrass Lane, Levittown, NY

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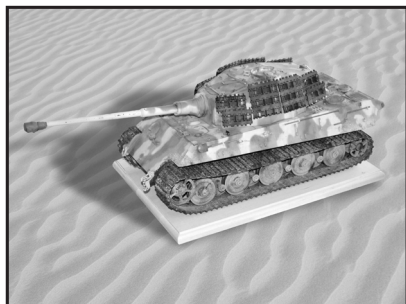
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Model: 1/35 Panther

Photo: Steve Muth



Our meeting is Monday September 19th. We are hoping that all members will be paid up at this meeting. If not you will lose a lot of membership activities, such as our Holiday Party and the big squadron order in December. You must be a paid member to enjoy the benefits! I know we are collecting dues late this year but that's what happens when the board members are overworked. Tim Kelly has offered his help on the board and we welcome him. Title and his first meeting will be a hazing. Opsss,

did I let the cat out of the bag? Well, don't tell him.

On tap for this meeting are pictures taken by me at the Nationals in South Carolina. I know Lou, Jim, and James talked about it last month during my absence but you will want to see these for there are many interesting and cleaver model builds entered, even a full size Star Wars R2D2. This will not stop you from bringing in models of what you have in progress and any completed projects for the back room tables.

Schedule line up for the rest of our monthly meetings this year look like this: October is Auction night if members have hobby items to dispose of. Please let me know you want this auction night, or we can turn it into a buy and swap night. I will take e-mails on this and a show of hands at the meeting. November is Club Contest Night. December is our Holiday Party at AAM pending Fred's arrangements. If we send a large order into Squadron, start preparing your list. It turned out very well last year. Oh yeah, I'm giving Doug an extra title, "The Squadron Man."

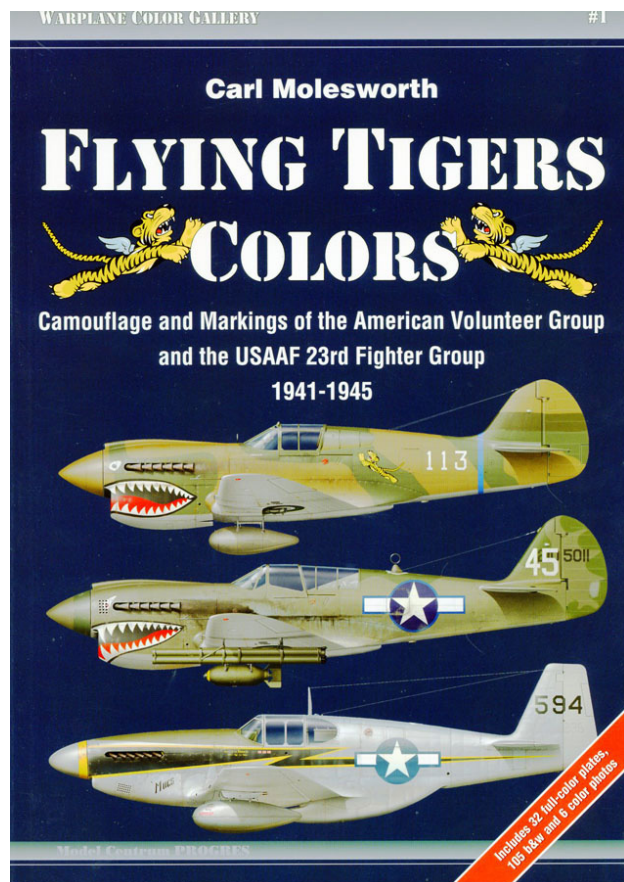
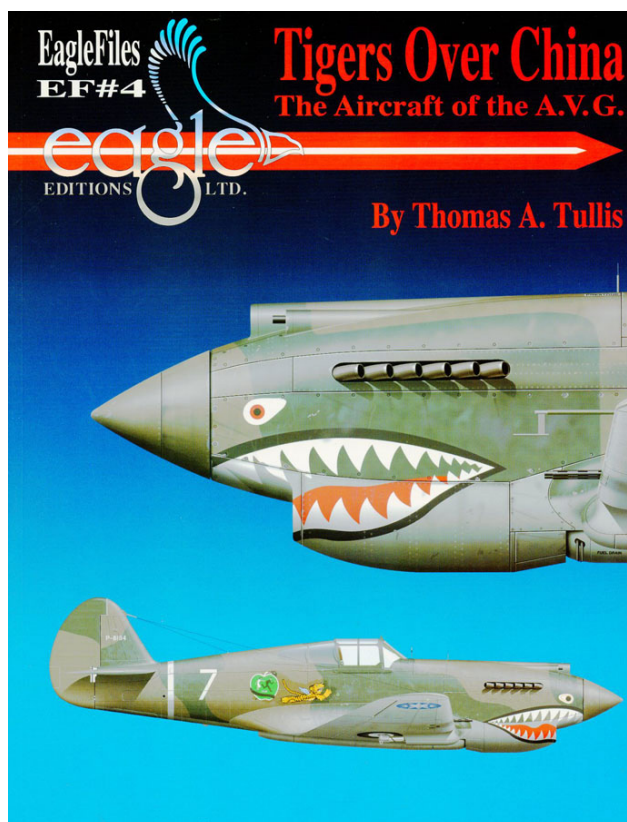
Our new RC, David has reached out to us via e-mail. He is looking for a host chapter for Noreastcon 47 to be held in 2018. I am not jumping at any Noreastcon hosting unless other chapters aren't willing to take it on. David wants to continue the awards for Region One Chapter of the year, Newsletter of the year, and Webmaster of the year. Nice incentives for the hobby chapters.

I hadn't mentioned some vendors at the Nationals in Columbia. Squadron and Eduard had many tables filled with items and everything went for a 25% discount, no minimum! Eduard brought several boxes filled with PE. At times it was difficult to get near them. They had many of their new releases that never went out of supply. Case-mate had many tables filled with books from selling at 35% to 50% off. The Last Cavalry had several tables filled with Pigments and washes by a company called Wilder. Good size jars and cheaper than AK brand. In the nutshell, most vendors came with the intent to knock down prices all 3 & half days, and I found it difficult to pass up the prices. My wallet was considerably lighter on the trip home.

Keep our hobby alive and well!

Bob





There are two excellent books on the Flying Tigers. The first *Flying Tigers over China – The Aircraft of the A.V.G.* by Thomas Tullis came out in 2001 and can still be found. It is 88 pages of period photos and color profiles devoted to the A.V.G. P-40s in China in 1941 and 1942. These were Hawk 81-A2s and P-40Es. The other is *Flying Tiger Colors – Camouflage and Markings of the American Volunteer Group and the USAAF 23rd Fighter Group 1941 – 1945* by Carl Molesworth. It came out this year, 2016, has 64 pages of period photos and color profiles.

My first thought was “Another book on the AVG and P-40s. Since the sub-title also mentioned the 23rd Fighter Group and covered the period up to 1945, I bought it. It was a good decision! Both books follow the same general format – a large number of period photos with extensive captions. *Tigers over China* has 1 color photos while *Flying Tigers Colors* has only 5. None are duplicated. Both have many color profiles and plan views and go to great lengths to describe the markings, units and colors. *Flying Tigers Colors* has an 8 page appendix listing all the Hawk 81A-2s, P-40s and P-51s used by the AVG

and its successor, the 23rd Fighter Group.

Flying Tigers Over China is an excellent authoritative book and so is *Flying Tigers Colors*. If you don't have either one I would give the nod to the more recent *Flying Tigers Colors* because it also includes the 23rd FG on out to 1945. Both the AVG and the 23rd consider themselves Flying Tigers but the AVG guys don't include the 23rd as being Flying Tigers. Be that as it may, I found the broader period of time covered to be very valuable and useful. It also has color plates for all the specific camouflage colors called out with a claim that particular care was taken to assure accurate color reproduction. They look good to these ancient eyes.

What I didn't like about *Flying Tigers Colors* is the white text on black paper background for the bulk of the text. The Appendix and profile pages are the more readable black on white.

Soooo.... Both books are worthwhile but the more recent *Flying Tigers Colors* covers the AVG and the 23rd FG and goes to the end of the war. It is the more comprehensive book. 🐯

1/48 FJ-1 Fury

by Czech Model # 4805

By Steve Muth



The North American XFJ-1 Fury was designed and built during 1945 as a single seat carrier borne fighter powered by an Allison J35 turbojet engine. The Fury was tested on the ground during July and August of 1945 but did not achieve its first flight until September of 1945. Three ZFJ-1 prototypes were built and extensively tested over the next two years. The first of 30 production FJ-1 Fury jet fighters was delivered in October of 1947. VF-5A (later VF-51) - the only US Navy line squadron to fly the Fury - received their FJ-1s the following month.

Landing accidents and parts shortages gradually took their toll of the 30 FJ-1 fighters. VF-51 relinquished their Furies for the new F9F Panther and all the remaining FJ-1s were turned over to four US Navy Reserve units during the summer of 1949: NAR (Naval Air Reserve) Oakland, NAR Los Alamitos, NAR Olathe,

and NAR Dallas. These FJ-1s served in the Reserves until 1953 when the surviving aircraft were turned into instructional airframes or fire-fighting hulks. Two FJ-1 Fury jet fighters survive in museums.

Now to the kit - Around 2000 the Czech Model Company released this 1/48 kit, #4805, of the FJ-1 Fury as a short run low pressure injection molded product with additional resin parts for some of the cockpit, landing gear and air intake details. Luckily, it makes into an accurate representation. There are a few things that will need some work but it is all there.

There are 22 styrene parts molded in the ubiquitous medium gray plastic, 22 parts in crème resin on 7 casting blocks and 2 very clear vacuum-formed canopies. The moldings look good with petite recessed panel lines. For my money though, the control surface delineations

should be a little deeper. The wings are standard 2 piece affairs and will doubtless require some thinning of the trailing edge. There is very little flash and no sink marks were visible on my kit but the gun ports on the fuselage nose are poorly rendered and will require some cleanup. The wheels are rendered very nicely in resin as is the cockpit. The seat has molded in seat belts. All the landing gear parts look good but may be a bit delicate. As usual, the rest of the resin parts are nice and crisp. The nose wheel well is nicely detailed but the main landing gear well has no side walls, just some ribbing on the top surface. As with most, if not all, short run kits there are no locating pins or tabs. The wings and horizontal sta-

bilizers will need to be pinned. The decals are excellent, providing the Stars and Bars, s/n, aircraft number etc. for two aircraft. My kit has two duplicate decal sheets but this is probably a packing error. The instruction sheet is a 4-page affair with a 5 step assembly sequence, a parts diagram, a 4 view painting guide and a potted history.

All in all it is a nice kit but, as with most short run kits, it will require some modeling skills. With a little effort it will make a nice model. It is unlikely to be released again by any main stream manufacturer. They are still around though on hobby shop shelves. Recommended for modelers with some mixed media experience. 🛩️

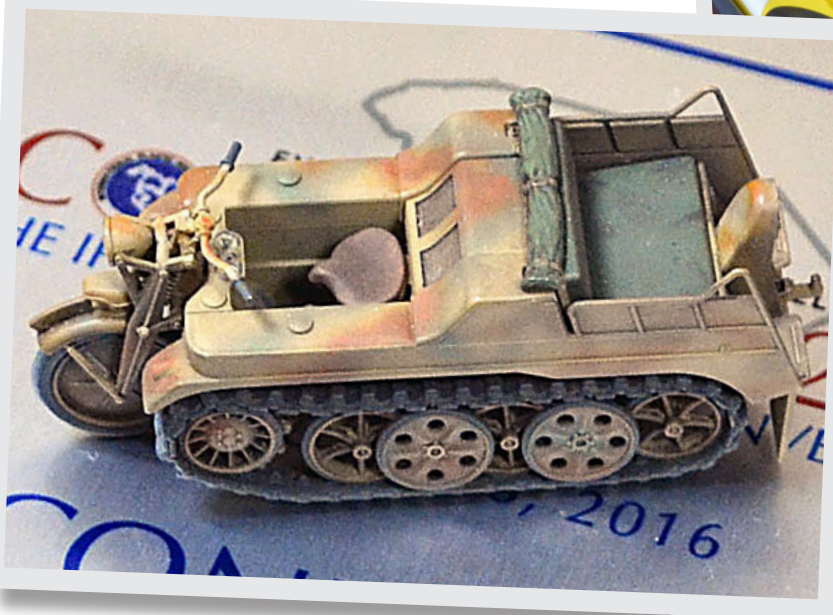




AUGUST 2016 SEEN ON THE TABLE *by Steve Muth*

August was a good month. The table had 13 models both completed and in various stages of construction/frustration. There were even contest winners from the Nationals taken by our own members Lou Corrieri and Jim Guld. Congratulations guys! It was an "Armor night". There were 9 armor pieces, 3 aircraft and one car. Eleven were completed and 3 were in process. 🛡️

1. 1/24 Motor Sports 2006
Corvette by Jim Boulukos



2. 1/48 Kettenrad by Lou Corrieri
took 2nd at the Nats



3. 1-48 M-10 Tank Destroyer
by Lou Corrieri

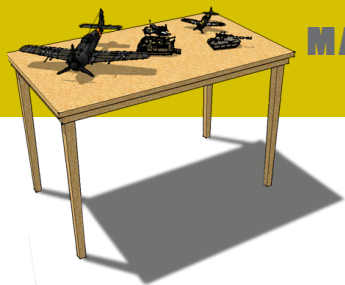


4. 1/48 Panther D
by Lou Correrri

5. Very early 1/72 Fiat G-50
by Ray O'Niell



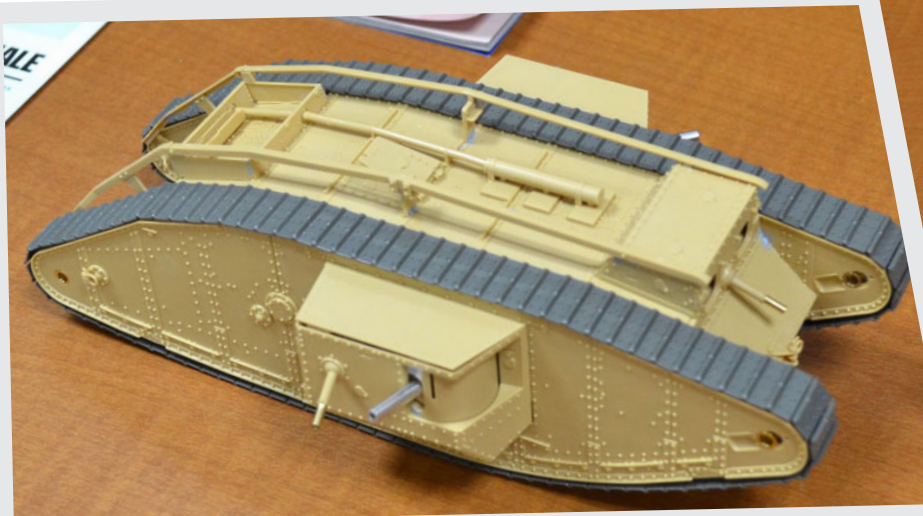
6. 1/72 Valom Campini Caproni N-1
by Ray O'Niell



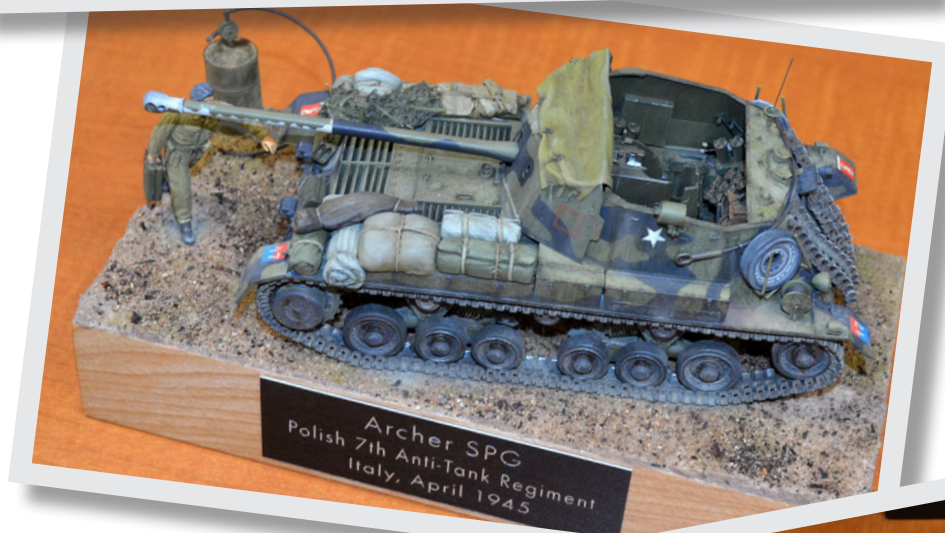
MAY 2016 SEEN ON THE TABLE

7. 1/47 Revell Bomarc A
in process by Steve Muth

8. 1/35 British Mk 4 Male tank
in wprk by John Lam



10. 1/35 Churchill Crocodile by
Jim Guld took a 2nd at the Nats



9. 1/35 Archer SPG by Jim
Guld took 2nd at the Nats





11. 1/35 A-30 Challenger by
Jim Guld



12. 1/35 British M3 75 by Jim
Guld also took 2ns at the Nats



13. 1/35 C-15A CMP by Jim Guld also took
2nd at the Nats



Photo Essay on the FJ-1 Fury

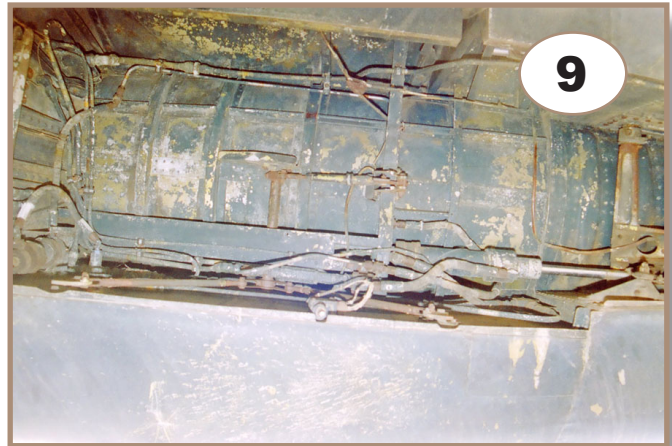
by Steve Muth

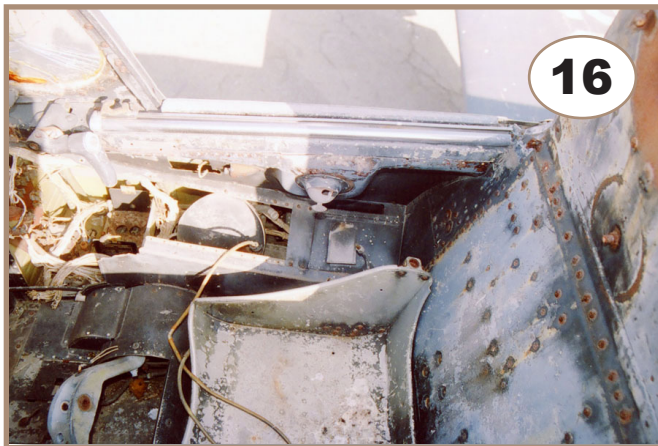
These detail photos of FJ-1 Fury, Bu No 120349, ex VF-51, were taken at Yanks Air Museum at Chino, CA and The New England Air Museum at Windsor Locks, CT. The Yanks and the NEAM aircraft are the same aircraft and it appears that the initial stripping of external paint was done at the NEAM shortly before it made its way to the Yanks Air Museum in Chino. The interior and landing gear well appear to be original but this may be just a result of it being left out in the open. The instrument panel and side console panels are missing or just not installed yet. It apparently was at least cosmetically

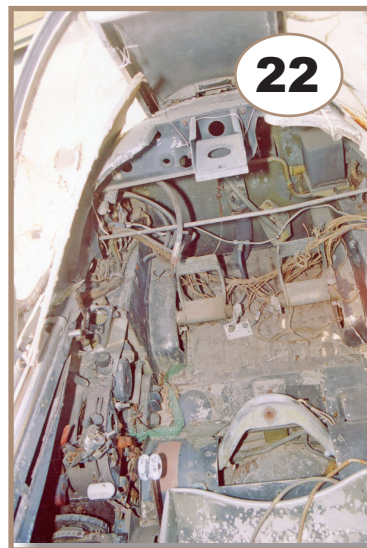
restored when I first photographed it in 1973. There is a short history of the Fury in the kit review elsewhere in this issue of the Newsletter. Only one other FJ-1 is known to exist. It is in the Smithsonian collection.

The best other source of FJ-1 photos is the "D&S Vol. 68 on the FJ Fury" by Bert Kinzey. It was published in 2003 and may still be available. It has some very good detail photos of a restored FJ-1 at the National Museum of Naval Aviation at Pensacola, Florida. The author believes it to be the Smithsonian aircraft on loan. 🛩











Captions:

1. FJ-1 left front view when photographed at Yanks Air Museum in Chino, CA on 4-24-08. It has been sanded down and is missing most instruments and panels in the cockpit plus a few fairings and wing tips.
2. The same aircraft when photographed at the NEAM in Windsor Locks, CT in August of 1973.
3. Nose landing gear left side. Note the struts and landing gear door interior are not glossy sea blue. The nose landing gear door has been painted either silver or a light gray. You can see yellow zinc chromate showing through where it is chipped near the fuselage. It should be glossy sea blue overall. Also, the aft nose landing gear door was normally closed when the aircraft was on the ground. The wheel is natural metal.
4. Nose landing gear from the right side.
5. Nose landing gear left rear view.
6. Nose landing gear rear view. The chipping/wear on the door interior is more apparent, revealing the yellow zinc chromate underneath. Note that the torque link is offset at an angle to the strut and not aligned with the aircraft centerline.
7. Nose landing gear well looking forward. Ditto.
8. Nose landing gear right wall. The entire well is glossy sea blue.
9. Nose landing gear well roof.
10. Left main landing gear inboard. Again the struts and door interior are light gray or natural metal. They would normally be glossy sea blue overall.
11. This is the left main landing gear inboard. The upper portion of the strut shows remnants of the glossy sea blue. The aircraft is supported on jack stands and so the torque links have been separated and the oleos allowed to extend fully.
12. Right main landing gear outboard
13. Right main landing gear well roof and inner door. The well shows traces of glossy sea blue.
14. The aft access hatch is open revealing that the internals are yellow zinc chromate. Note the yellow blue-green and red recognition lights.
15. The tail hook well is also glossy sea blue.
16. This is the cockpit right side. according to the specs at the time it should be dull black down to the bottom of the main instrument panel and interior green below that. This appears to be black overall with perhaps glossy sea blue on the floor.
17. The seat is really just a bucket. The glossy sea blue is more apparent in the photo.
18. The head rest is missing but its overall shape is apparent from the round rust spot on the armor plate.
19. The turtle deck behind the armor is very dirty but is black.
20. This left forward view gives a better view of the cockpit colors. It would appear that the black goes at least down to the floor.
21. This is the left side of the cockpit. The sea blue is more apparent here.
22. Looking forward and down in the cockpit.
23. The instrument panel. Probably from a Tech Manual. I have lost track of where I got the photo.

Odds and Ends

Presented now and then for your enjoyment around the fire place.

In browsing around I came across these two tips that I thought worth passing on. Both were in the latest *The Pylon*, the newsletter of the Western Reserve Chapter of the IPMS. My thanks to them.

Hot Melt glue can be removed with rubbing alcohol. Put some on it, let it set for a few minutes and it should soften to the point it can be removed.

Another tip is to put an old ladies stocking over the end of a vacuum hose to search for a lost-in-the-rug part. The stocking allows the vacuum to function and also screen out debris and small parts.

Show Calendar Listing for 2016

See Bob DeMaio for details

Date	Event & Location	Website	Day
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
Nov 12	LIARS Freeport Recreation Center 130 Merrick Rd. Freeport, NY	www.wix.com/liarsmodelcarclub/liars	Sat
Nov 13	Baycon 2015 Elks Hall 326 Farnum Pike Smithfield, RI 02917	www.ipmsbaycolony.com	Sun
Nov 19	Long Island Figure Show Freeport Recreation Center 130 Merrick Rd. Freeport, NY	http://www.longislandmodelsoldiers.com	Sat
Mar 25, 2017	RepLlcon 28 Freeport Recreation Center 130 East Merrick Rd Freeport, NY 11520"	www.lisms-ipms.org	Sat
April 1	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ 07470	http://njipms.org	Sat
May 19-20	Noreastcon 46 Clarion Hotel Batavia 8250 Park Rd. Batavia, NY 14020	www.noreastcon.com	Fri-Sat
Sep TBA	Patcon 2016 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org	Sun

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