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RED, WHITE & SPRUE

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★ LISMS NEWSLETTER ★

November 2016

Book Review

Lockheed A-12

Book Review

Airframe Album 10 – The Me 163 Komet

In the Box Kit Review

1/48 Me 163C

Seen On Table

Photo Essay

Lockheed A-12





Next meeting date:
Monday, November 21st
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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The HVHMG show and contest was very nice. They're doing very well getting vendors to the show. Hobby Fanny was there with his wall of armor kits. It's rare if he doesn't have what you want. He said he will be at RepLICon in March. Who was missing? Red Frog. Ron sold his business to a guy in Missouri. He isn't exactly around in any adjacent state. When you link to redfroghobbies.com's website it looks

the same but if you click to 'contact us' the address is Marshfield, Missouri. I guess we will not see his tables at northeastern shows again. Ron had been attending Mosquitocon shows and will be interesting to see if the new owner will attend in April, or our show in March. Well there is always mail order and other competitor companies.

Our meeting is Monday November 21st. We are on schedule for a club contest! Bring your best work, your worst work and any models in between! This is also a good chance to find out what you can do to correct anything offered by other members before you enter them in outside club contests. Spend some time giving thought to your next builds! The winter will pass quickly I hope, and RepLICon will be here in four months.

Okay, I pulled out my wallet and purchased a 60x60 inch white screen which replaced the 50x50 size. So I will schedule one of the future meetings to bring in those National contest pictures we didn't finish looking at.

Members should start viewing and making your Black Friday list. It should have the item number, item title, the list price, and the sale price if any, along with what you are willing to pay for it. You will send this list to Doug at HYPERLINK "mailto:dtantill@optonline.net" dtantill@optonline.net and Doug will formulate the complete order. This list has to be in by Sunday, November 20th.

I spent time updating our website with RepLICon 28 contest rules, categories, forms and Board of Directors. A little more work has to be done and I hope to do that before you receive this newsletter.

Keep our hobby alive and well!

Bob



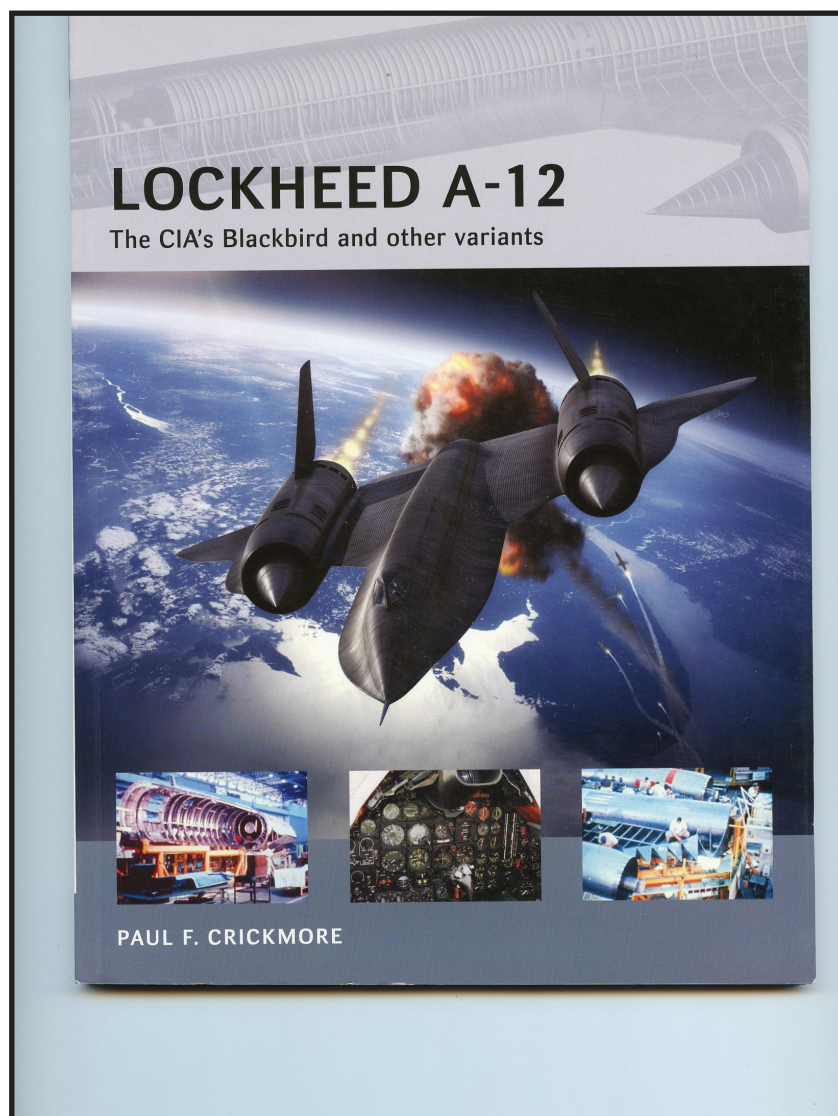
Model: 1/35 Sherman by Steve Martens
Photo: Steve Muth



Lockheed A-12

The CIA's Blackbird and Other Variants

By Paul F. Crickmore, Published by Osprey, 2014, 64 pages, SB, \$18.95



Think you have had enough A-12/SR-71 books? Well.... Maybe, but if you have a soft spot for this awesome aircraft you will probably want to purchase this book. It deals only with the A-12, M-21/D-21 drone and the YF-12A Interceptor. Most of the book in the first 25 pages is on the gestation and development of the A-12 and the role of the various studies that led up to it. There is another 10 pages on Technical Specifications – how they came to be and descriptions of the major systems. There was a lot here that the author was unaware of – such as the Birdwatcher Sys-

tem. This was a monitoring system unique to the A-12 that monitored and telemetered to the ground status of operation or non-operation of various aircraft systems. It was used during both operational and non-operational flights. Following that section are 8 pages on the M-21/D-21 Drone program and the Yf-12A interceptor program. After that came 13 pages of operational history including its use over Viet Nam and Korea. In actuality, very little is known in detail about A-12 operations; just these few tantalizing glimpses to pique our interest and curiosity. We will probably never know.

Although intended to be a strategic asset to replace the venerable U-2 for overflights of Soviet Russia and China, it apparently never got to go there (or so they would have us believe). What it did do superlatively, is perform in a tactical role over Viet Nam and Korea; returning thousands of high quality images with virtual impunity.

Whatever it may lack in terms of usefulness in its original goal of overflying the USSR and China, the outstanding fact is, more than 50 years after the first A-12 flight they are still the fastest, highest flying jet powered aircraft ever built.

The book is full of color and B&W illustrations, both photographs and drawings.

38 are in color and 29 are B&W.

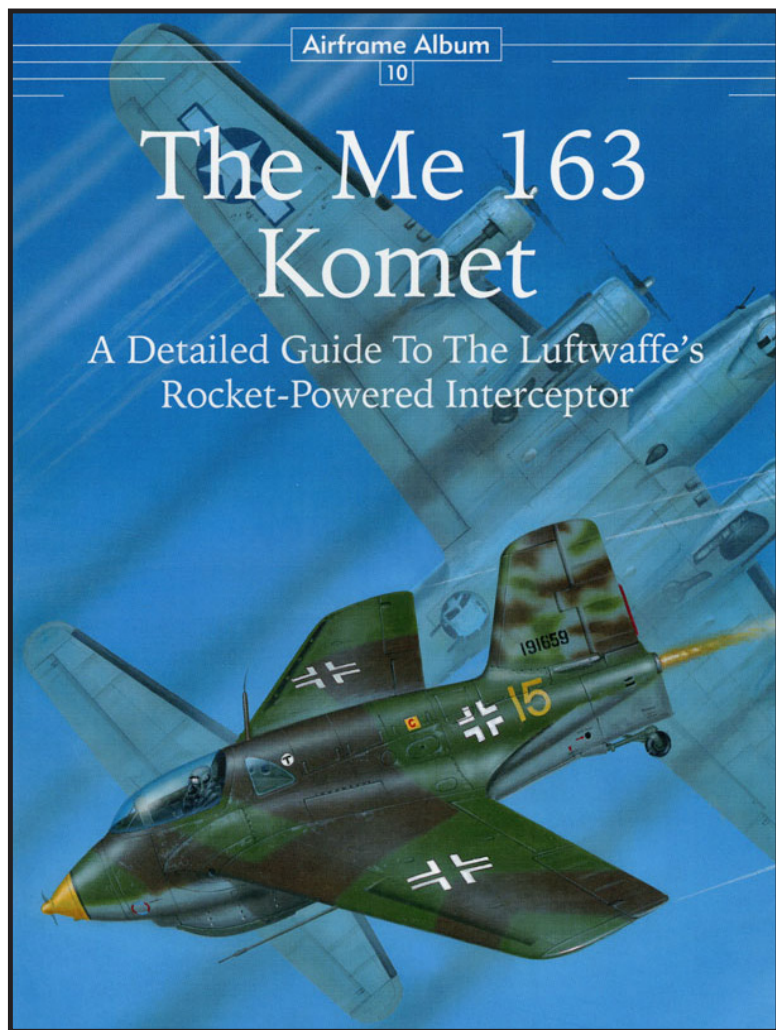
From a modelers perspective there is not much here – a color instrument panel shot, 4 color profiles, 3 color three views and some shots of A-12s in manufacture. There is no walk around series. Elsewhere in this issue there are some photos that may satisfy the modelers need for detail.

All in all I found the reading enjoyable and fascinating; If you like Blackbirds you will too. And, it won't break the bank. 🐢

Airframe Album 10 – The Me 163 Komet

A Detailed Guide to the Luftwaffe's Rocket Powered Interceptor

by Richard Franks, Published by Valiant Wings, SB, 2016, 114 pages.



The book, like the others in this series, is aimed at the modeler and enthusiast. It is a rather complete guide to all the Me 163 variants and is lavishly illustrated with B&W and color photos and illustrations from the restored Me 163s at the Smithsonian NASM, RAF Museum Cosford, Luftwaffe Museum Gatow in Germany, and aircraft manuals. Primarily a photo reference book, It is composed of several sections: Introduction, Colour side profiles, Technical Description, Evolution, Camouflage & Markings, Model build-ups, and 4 Appendices.

The Introduction section is 20 pages with a plethora of B&W period photographs with a brief history of the type

including the Me 163A, B and Me 263 variants. There is a brief dissertation on each of the machines captured at wars end; including several captured by Russia and those built by Japan.

The Next section, Technical Description, devotes 34 pages to well captioned detail photographs of restored aircraft supplemented by photos and drawings and sketches from the "Flugzeug Handbuch" and other documents concerning the Me 163 and 263. The coverage is excellent with many photos. Most are 6 to 8 to a page but they are close-ups and very clear. Photo reproduction is largely excellent, even for the period photographs.

Following this is the Evolution - Prototype, Production and Projected Variants chapter. This consists of 25 pages of isometric drawings of each type (usually 3 to a page) with callouts and shading showing the differences between the variants. A very useful chapter as there are drawings of the DFS 194, Me 163A, B-0, B-1, C, D, S, and Me 263/Ju 248 variants. All of the drawings have extensive captions and some have color notes. Almost all of the B-0 prototypes are covered; all 54 of them!

The Camouflage and Markings chapter is eight pages describing the several marking schemes. It is very comprehensive and along with 16 color profiles give a very complete picture of virtually all Me 163 colors and markings.

Next is a kit build section featuring a 1/72 PM Models DFS 194(PM-215) build-up of four pages, a 1/72 Special Hobby Me 163A four-page build-up, a Trimaster 1/48 kit (MAB-113) of the Me 163B covered in four pages and lastly a four-page build-up of Meng's new 1/32 Me 163B.

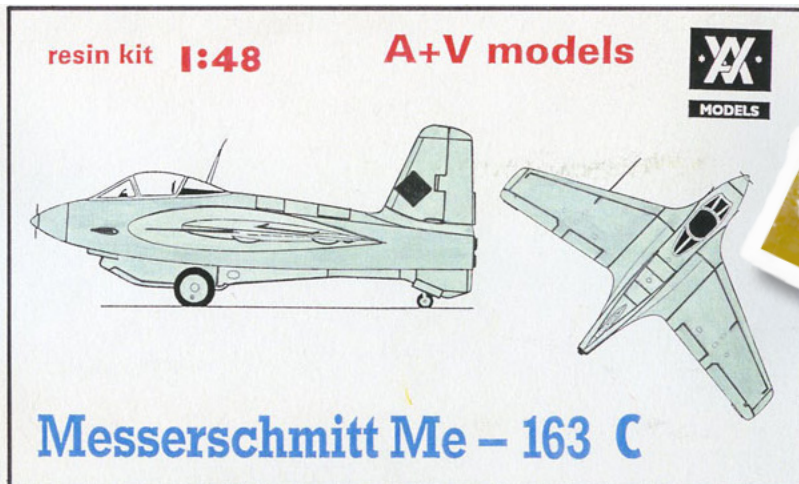
This is followed by a five-page listing of kits, accessories, decals and a bibliography of documents, publications and periodicals. It is a very thorough listing.

Highly recommended. 



1/48 Me 163C by A+V Models

by Steve Muth



The Me 163C was a minimal effort to increase powered flight duration to 12 minutes and give the pilot better vision. The wings, tail, and landing gear/skid remained unchanged and only the fuselage was redesigned and a new 2 chamber rocket engine introduced. One chamber was for cruise and the other for higher performance. This motor was flight tested in Me 163V18 on 6 July 1944 with almost disastrous results. Still in its characteristic steep climb at over 5,000 meters it got into compressibility difficulties and was almost at ground level before it recovered. Later analysis revealed it had been traveling at over 1,100 km/hr.!

In late 1944 preparations for series production were started and some sources claim three prototypes were completed with one having flown before the end of the war. All three were supposedly destroyed to prevent their capture by the Russians. Other sources claim only components were produce and none were ever completed. Lending credence to the latter is the complete absence of any photos of the Me 163C while there are at least some photos of the Me 263/Ju 248/Me 163D aircraft intended to fill the same need and with traditional landing gear; but that is another story. The Me 263 was reviewed in *Red White and Sprue* Volume 13 Number 5 and Volume 14 Numbers 6, and 7.

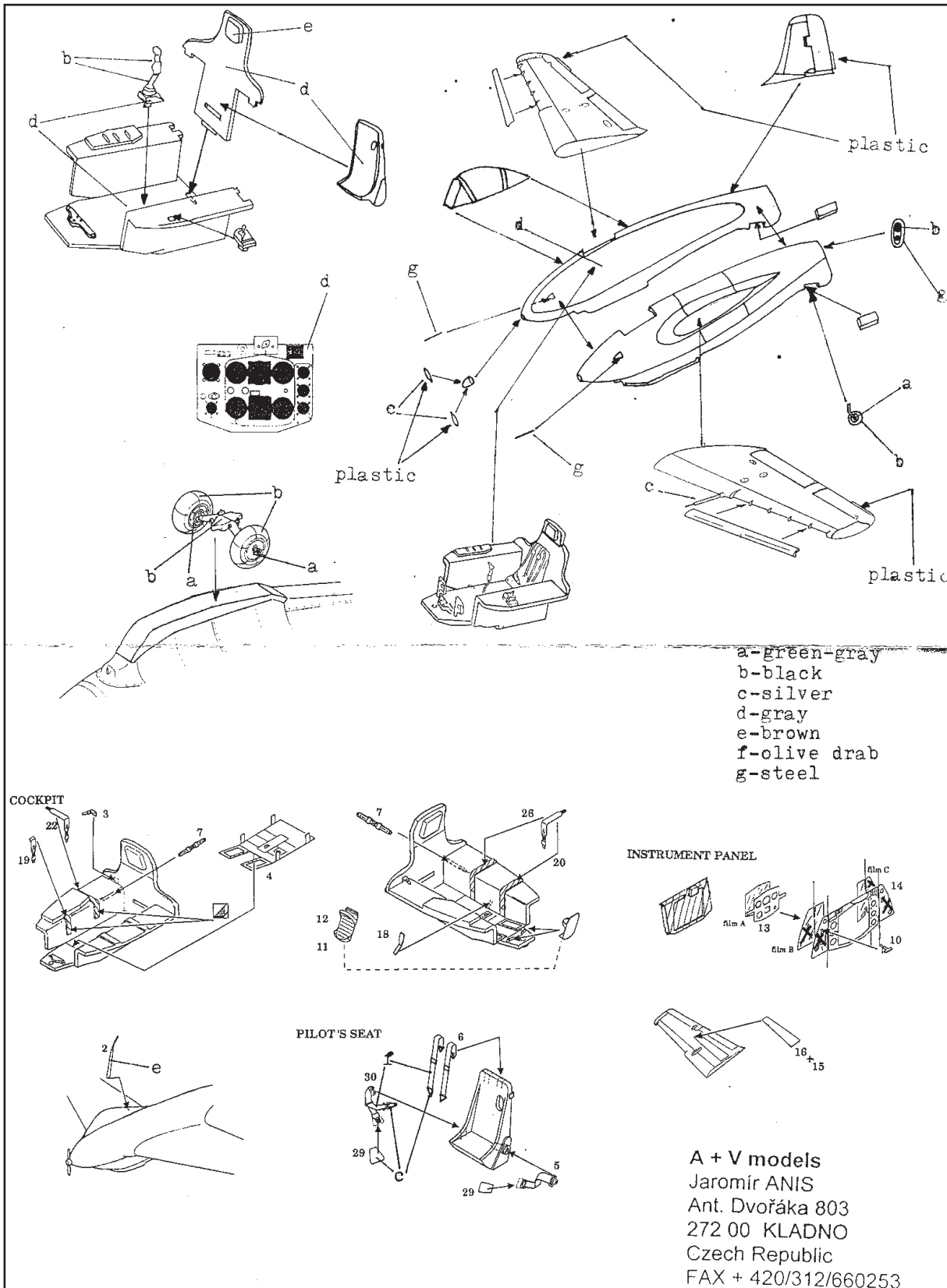
The Kit

This is a full cottage industry multi-media kit. It contains 53 parts including 29 P.E. parts, a vacu-formed canopy,

3 metal parts, acetate instrument panel parts and a decal sheet with two swastikas. The mold shapes look good with suitably petite recessed panel lines on the fuselage halves, wings and rudder but the edges are a bit rough. The parts are bagged with the P.E. and acetate in separate sections of a flat bag. Cockpit detail looks very good and appears very much like the Me 163B Komet. The cockpit tub, control column, and seat look very good. None of this is surprising since it is derived from the "B" model. As you might expect there are no locating pins and receptacles so it would probably be best to pin the wings to the fuselage. The landing gear skid is molded in the retracted position. The instrument panel is made up of resin, acetate, and P.E. and should look very good when finished. The landing flaps on the lower surface of the wings are furnished as P.E. parts while the leading edge slats are cast separately.

The instruction sheet is very rudimentary and calls out the terms in very generic colors ie black, red gray etc. My guess is that it was either overall RLM 02 or RLM 76. So... if you are not put off by lack of locating pins, resin, P.E., metal parts, and vacu-formed canopies you will like this kit. It is really for hairy chested modelers of the days of yor! All kidding aside, it is all there to make an excellent addition to your shelf. It will take a little work but not too much because it is a rather small model. Recommended with the above caveats. 🍷

continued on p6






SEPTEMBER 2016 SEEN ON THE TABLE *by Steve Muth*

There were 10 models on the table in October. Some were in progress, some were completed. Noticeably missing were aircraft and armor. Only one aircraft – Ray O'Neill's Breda Br-65 and one tank – Steve Martens Sherman. Lots of cars though.

The gremlins were at work recently and I credited Jim Boulukos for the Cobra and the Grand Sport Corvette when they were built by Rich Caserma. Sorry guys.

Enjoy! 

Ray O'Neill's 1/72 Breda 65.

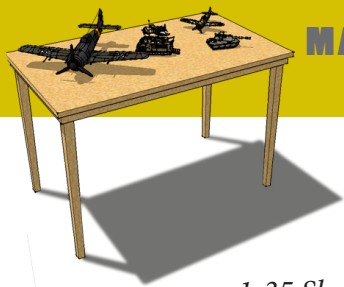


*1/12 Ferrari 312T in work
by Bill Schmitt.*



Steve Martens' '34 Ford Hot Rod.

continued on p8



1-35 Sherman Easy 8 by Steve Martens.



Rich Caserma's '48 Ford Coupe in 1/24 scale.

EVERY MODEL TELLS A STORY
COLUMBIA 2016
 THE IPMS/USA NATIONAL CONVENTION
 AUGUST 3-6, 2016
SECOND PLACE

Jim Boulukos also brought his 1/12 Ford Cosworth F1 engine that took a 2nd at the Nats! Good work Jim!!

*Jim Boulukos's 1/25 1964 Honda RA272
'64-'65 Mexico GP winner driven by Richie
Ginther. This car also took a 2nd at the Nats!*



Steve Martens' '34 Ford Hot Rod.



*Jim Boulukos is working on
his 1/24 Aston Martin DCS.*



*Jim's long suffering
Speed Boat in work.*

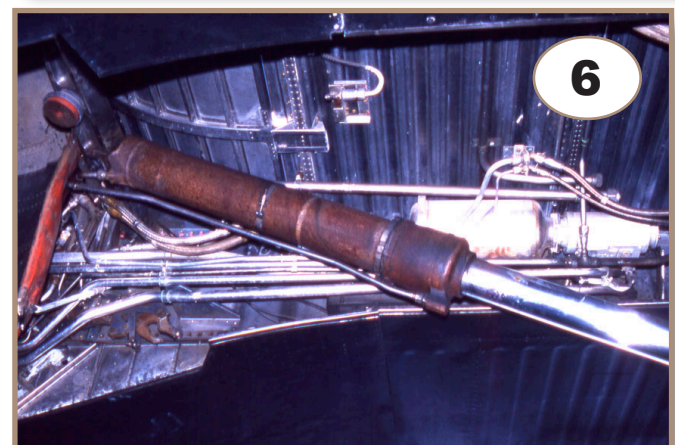
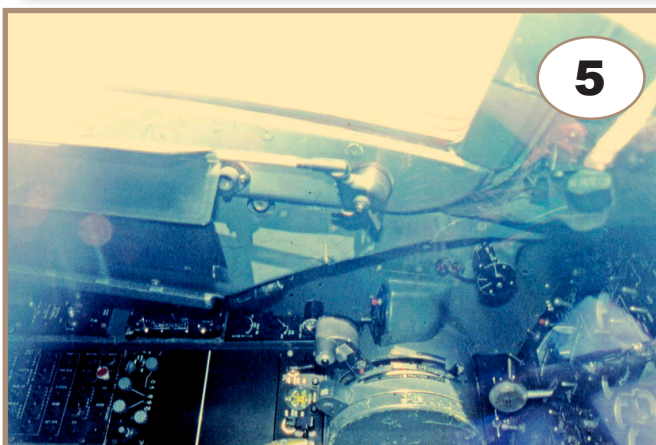
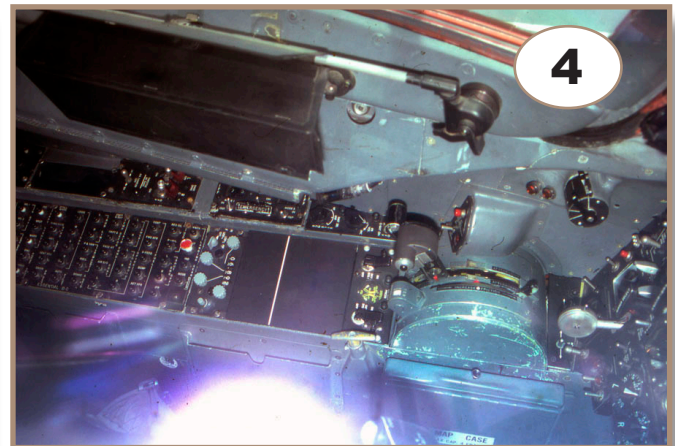
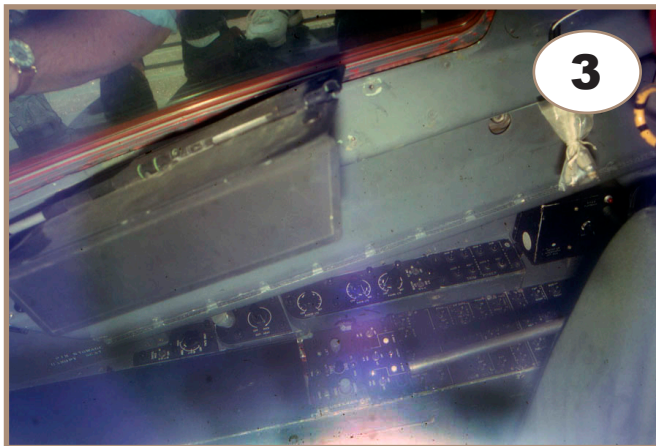
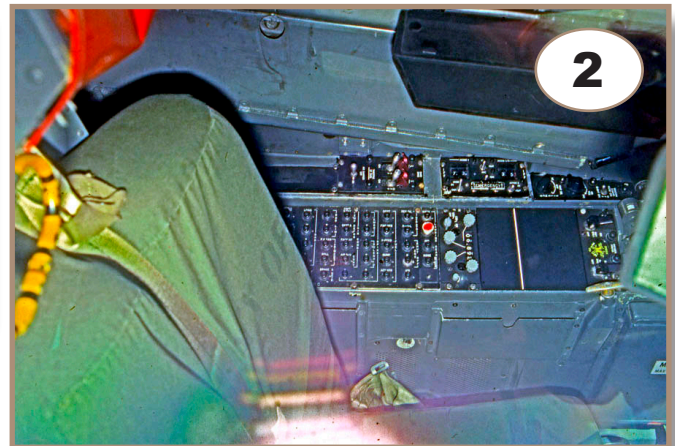


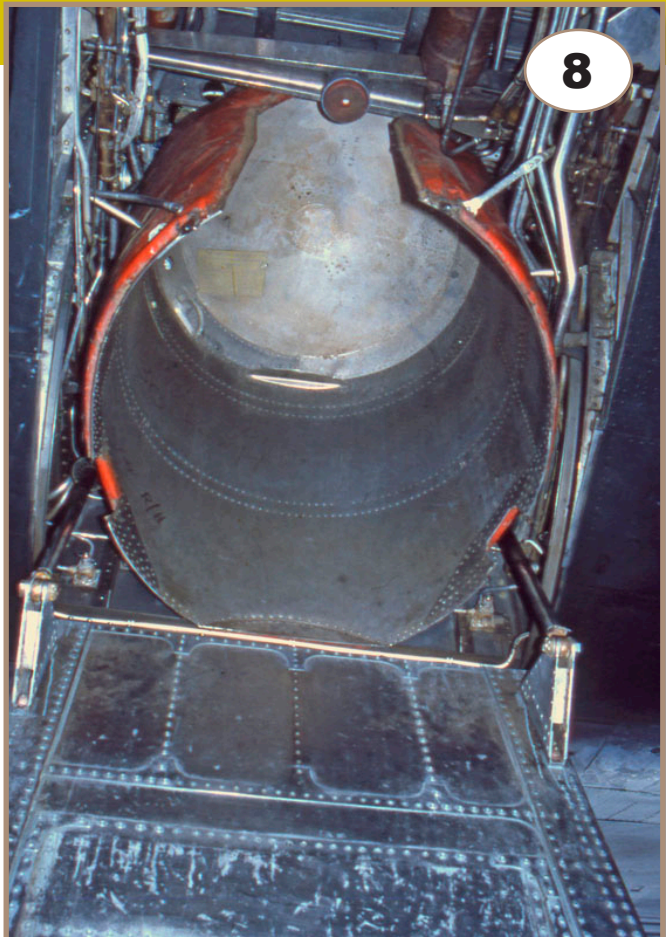
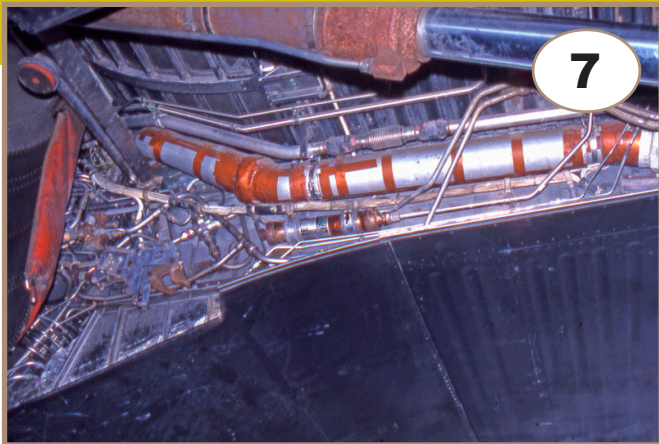
PHOTO ESSAY OF THE MONTH - LOCKHEED A-12 *by Steve Muth*

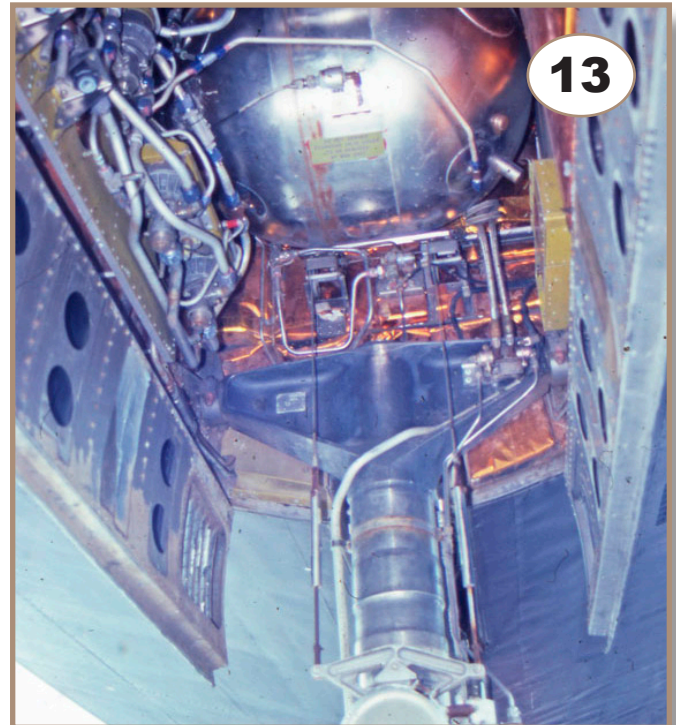
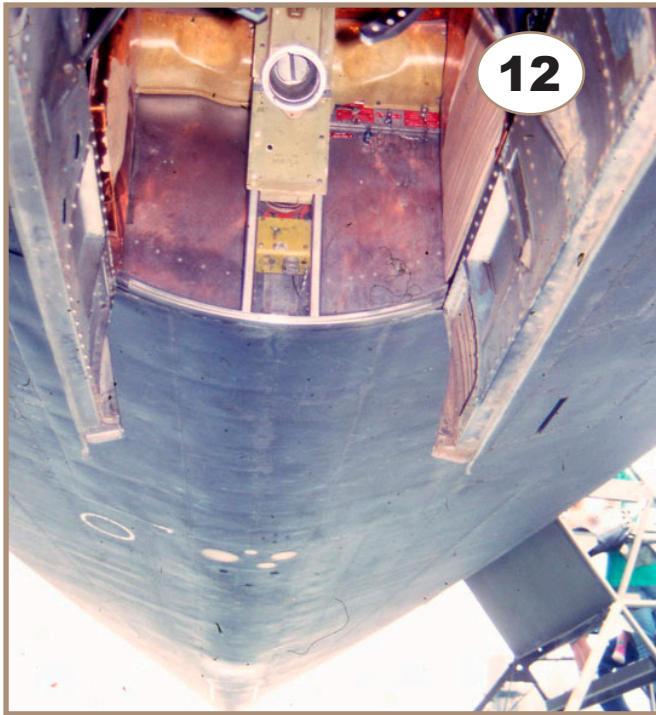
On several visits to the A-12 on the Intrepid Sea, Air and Space Museum in New York City, I was able to photograph it. The cockpit photos leave much to be desired because they were shot through the canopy glass, but they may be useful.

This aircraft is Article 122 S/N 60-6925, the second A-12 to be completed. It first flew on June 26, 1962 and

was flown to Groom Lake at Area 51 in Arizona to be used as a radar-test example for 5 months. On November 2nd it was taken down from the pole it was mounted on and started flying again in late December 1962. It was modified to SR-71 standards in 1966 and flew 161 times for a total of 171:52 hours. 🛩️







1. This is the A-12 as displayed on the US Intrepid. DSC_021
2. The cockpit left side view shows the colors to be the standard USAF gray with black equipment panels. The seat cushions are green and the belts light tan. S7682
3. Ditto the right side. S7680
4. This is a left forward view. Note the throttle quadrant is gray not black. N7677
5. Another view of the left side with part of the black instrument panel visible. N7676
6. Left main landing gear well forward wall. All appears to be natural metal, probably titanium. Its appearance is that of dark stainless steel. N7670
7. Left main landing gear well inboard. The cylindrical device is a tire containment shield. It is an orange red on the outside and gray on the inside. N7667
8. Another view of the left main landing gear well and inner door cover. N7666
9. Left main landing gear inboard rear. N7702
10. Nose landing gear left front. N7687
11. Right main landing gear inboard rear.
12. Nose landing gear well forward. N7684
13. Nose landing gear well aft. N7705

Show Calendar Listing for 2016

See Bob DeMaio for details

Date	Event & Location	Website	Day
Mar 25, 2017	RepLIcon 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



Photo by Steve Muth

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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.

The Marx-Man

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.

Trainville Hobby Depot

Weekend shows only: website: www.trainville.com and e-mail: info@trainville.com



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☐ Credit Card

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☐ Visa



☐ Discover

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Name:

Number:



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