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# RED, WHITE & SPRUE

Volume 24 Number 2

★ LISMS NEWSLETTER ★

February 2017

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Next meeting date:  
**Monday, February 13th**  
**7:30 pm to 10 pm**

Levittown Public Library  
1 Bluegrass Lane, Levittown, NY

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**Model:** 1/48 P-47D by Fred Seitz  
**Photo:** Steve Muth



Hey guys, we handed out 25 T-shirts at our last meeting. Where were the other 17 members for their shirt? I will have them at the February meeting. As a reminder, we will have our club contest. That's two reasons for you all to show up at this meeting, and I hope the 12 people who admitted that they don't read the newsletter will miss out on all this important news. Gee, I'm starting to talk like President Trump, well not as bad, but when I put info in the newsletter that pertains to the

meetings I mean it to be important enough to be in there. We'll see how many read this one. So I expect everyone to bring a model for the contest. The March and April meetings have not been decided yet. If anyone has suggestions, please suggest.

A fellow modeler, Bill Mischner, came to our meeting in January to ask if any modelers would be interested in building his five 1/350 ship models that he no longer can do. He has a very bad health issue from working around the World Trade Towers after 911. He is willing to pay for the service to whatever agreement that can be reached. I must add he has the kit and photoetch already purchased. I think he said he also has the wood planking. It could be more than one member building them. I would consider doing them for him but I do not do well at all with some of the photoetch especially the railings. If someone can do the railings and maybe some other PE parts I can't do and wants to join in a duel build with me, let me know and we can talk. If you are interested individually, his number is (516) 375-9698 and e-mail is [HYPER-LINK "mailto:rpmstang65@icloud.com"](mailto:HYPER-LINKmailto:rpmstang65@icloud.com) rpmstang65@icloud.com. I will bring this up again at the meeting.

RepLIcon 28 vendors are responding to my reminder e-mails to them. Red Frog who was our biggest vendor has not responded since it was sold to a fellow in Missouri. I haven't seen him at the Nationals in South Carolina either. I bet he bought this business just to be a mail order company. Maybe he has a full time job and uses this as extra income and tax deduction. Whatever the case, bye-bye Red Frog! I have not heard from Hobby Fanny yet. I hope he joins us. Gene Bagnoli has called last week from Florida and will be there. I am listing all vendors on our website who have contacted me or sent a check for tables. Yes, we will have club tables available. I need to know how much space you require. We will discuss arrangements.

Noreastcon 46 has been sending out info about their show and they scheduled a fun team build. Since our club is so large, I believe it is something that we can do for giggles at a meeting. I will discuss this with the board members to get their take on it. Meanwhile, my wife and I are going to Noreastcon. Is anyone else thinking about going?

Keep our hobby alive and well!

*Bob*

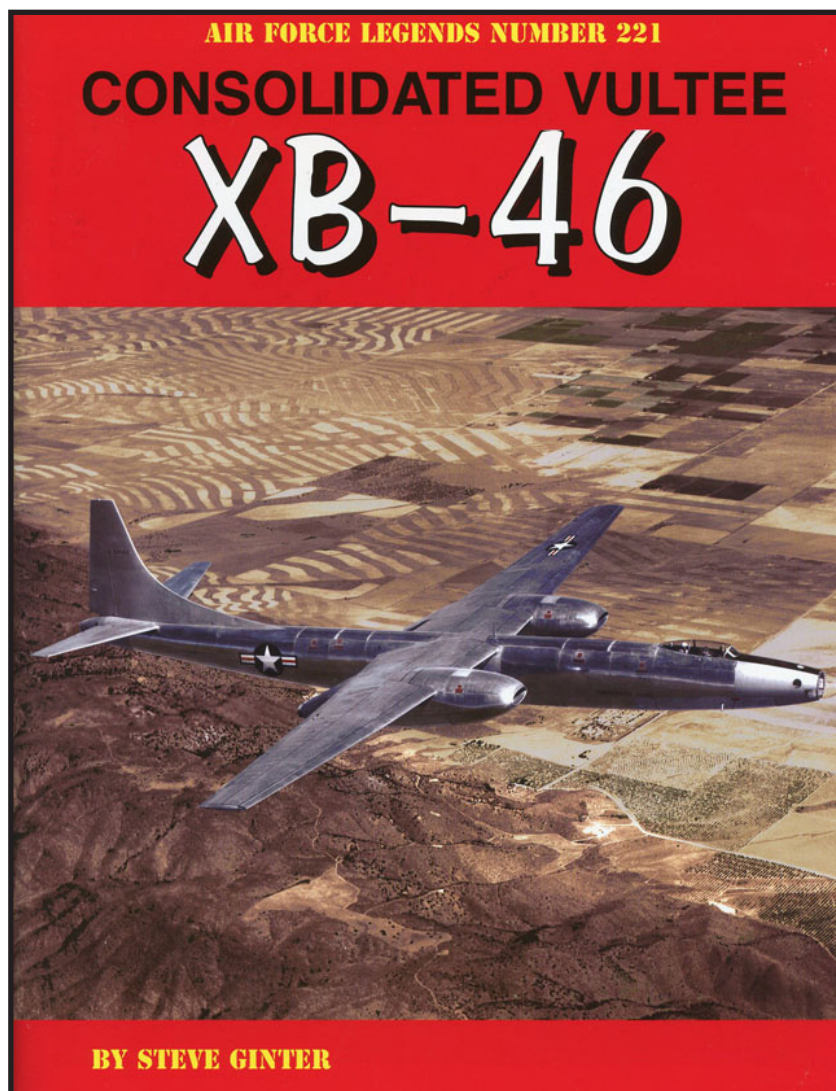




# Air Force Legends Number 221

## Consolidated Vultee XB-46

by Steve Ginter, Published by Steve Ginter, 2016, SB, 65 pages, \$24.95



The B-46 was Consolidated Vultee's response to an April 1944 USAAF requirement for a jet propelled medium bomber. Others in the competition were the North American B-45, the Boeing B-47 and the Martin B-48. Boeing was allowed to use captured German swept wing data. All four were issued contracts for prototypes but only North American's B-45 and Boeing's B-47 went into production. The B-46 and B-48 were relegated to back-up designs and the B-45 was only an interim design. Only one stripped but flyable XB-46 was built. Although failing to

go into production, the XB-46 was a very elegant airplane. It was just overtaken by swept wing technology.

This is another excellent monograph by Steve Ginter. To this authors knowledge this is the only book ever published solely on the B-46. Fortunately, it covers it very well. It follows the other monographs in style and content; depending mainly on official photographs and illustrations. In this case by Convair. The photographs are all well captioned and the text although brief is very informative.

There is excellent coverage of the cockpit, internal arrangements and structure, engines, and landing gear. It is a modeler's delight! Although all these photos and illustrations are in black and white, they are all large and crisp, as you would expect of corporate photos. Many are two to a page. Portrait type color photos adorn the front and rear covers.

The last page has a brief review the two Anigrand Craftworks kits. AA-4046 is in 1/144 scale and comes with three other models – a North American RB-45C Tornado, a Northrop F-89D Scorpion and a Ryan XV-5A Vertijet. AA-2046 is in 1/72 scale. It does not have the three other models.

An excellent book on a very obscure aircraft and one that was sorely needed. As with all Ginter books, I wish he included color for many of the photos. But I never look a gift horse in the mouth. Recommended. 🐎



# 1/48 XP-55 Ascender

## Czech Model # 4806

by Steve Muth



The Curtiss XP-55 Ascender was a swept wing, pusher engine fighter with forward mounted elevators. The aircraft was designed in response to a 1939 US Army Air Corps specification for fighter aircraft of unorthodox configuration. Such fighters promised lighter weight aircraft with less drag, improved pilot visibility and optimal armament installation. The aircraft was powered by a 1270 hp Allison V-1710-95 liquid cooled, inline engine mounted at the rear. The three-bladed propeller could be jettisoned to allow the pilot to safely exit the aircraft in the event of an in-flight emergency. The rudders were mounted on fins located on the wings, while additional vertical fins were placed above and below the engine. The contract for three XP-55 Ascenders was placed with Curtiss on 10 July 1942, with the Ascender making its first flight on 19 July 1943. The first and last were lost

in testing. The second survived and still exists at the Air Zoo Museum in Wisconsin. It has been fully restored and is on display there.

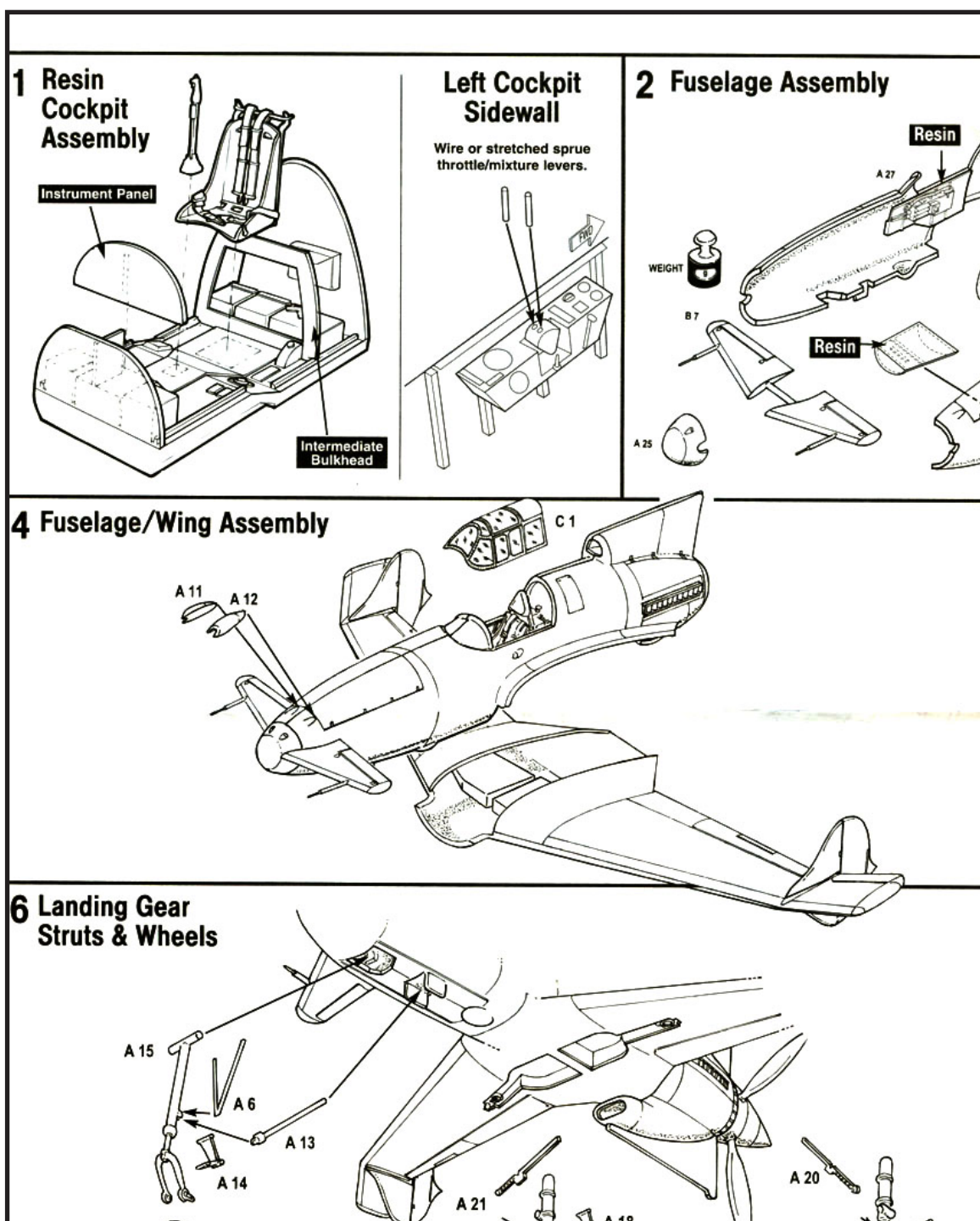
Now to the kit – Admittedly, this is a 17 year old kit. One of Czech Model's early cooperative ventures with Squadron. Around 2000 the Czech Model Company released this 1/48 kit, #4806, of the second prototype of the XP-55 as a short run low pressure injection molded product with additional resin parts for some of the cockpit, landing gear and other detail details. Luckily, it makes into a reasonably accurate representation. It is all there.

It comes in a rather flimsy end opening box with 38 styrene parts molded in the ubiquitous medium gray plastic, 17 parts in crème resin on several casting blocks and 2 vacuum-formed canopies. The styrene and resin parts are



each in a separate plastic bag and the canopies and decal are loose in the box. The moldings look good with petite, consistent recessed panel lines. 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 nose light is missing. This would be OK for the first prototype but not the second. 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 main wheel well is nicely detailed but has no side wall detail, just some rib-



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## NOVEMBER 2016 SEEN ON THE TABLE

*Well, the first meeting of the New Year did not disappoint. There were 17 models on the table this time and they were all very nice indeed. There were 9 aircraft, 4 Armor, a Figure and a stage coach! We certainly have an eclectic bunch of modelers. Steve Muth*



*1/48 Lindberg JN4D Jenny with a lot of work by Joe Haberkorn.*



*1/72 AML kit of an early Fiat G.50 with enclosed canopy by Ray O'Neill.*



*1/72 Caproni Ca.309 by Ray O'Neill.*





*1/72 SM.86 Spavario  
by Ray O'Neill.*



*1-24 Corvette C-7R racer in  
process by Jim Boulukos.*



*1/24 '66 Shelby  
GT350H Mustang  
in process by Jim  
Boulukos.*



Continued on p 8





*1/24 Aston Martin  
by Jim Boulukos.*



*1/10 wood stage coach  
by Steve Kozerski.*

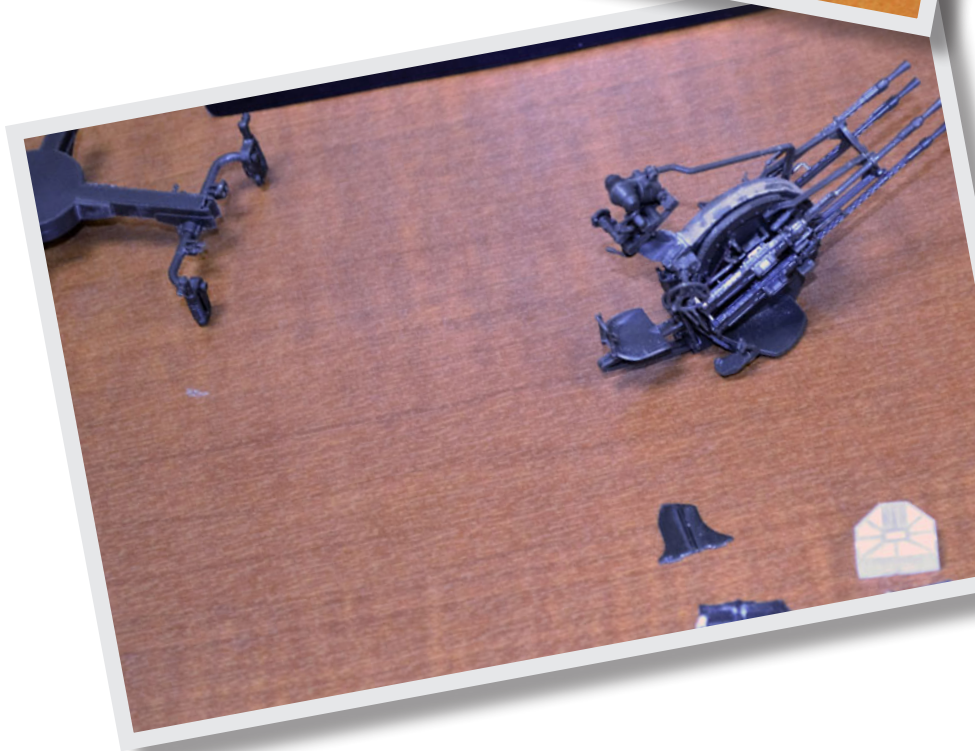


*1/35 Sherman  
by Marshall Voizard.*





*1/35 Howitzer  
by Steve Andreano.*



*1/35 Quad gun mount  
by the masked modeler.*



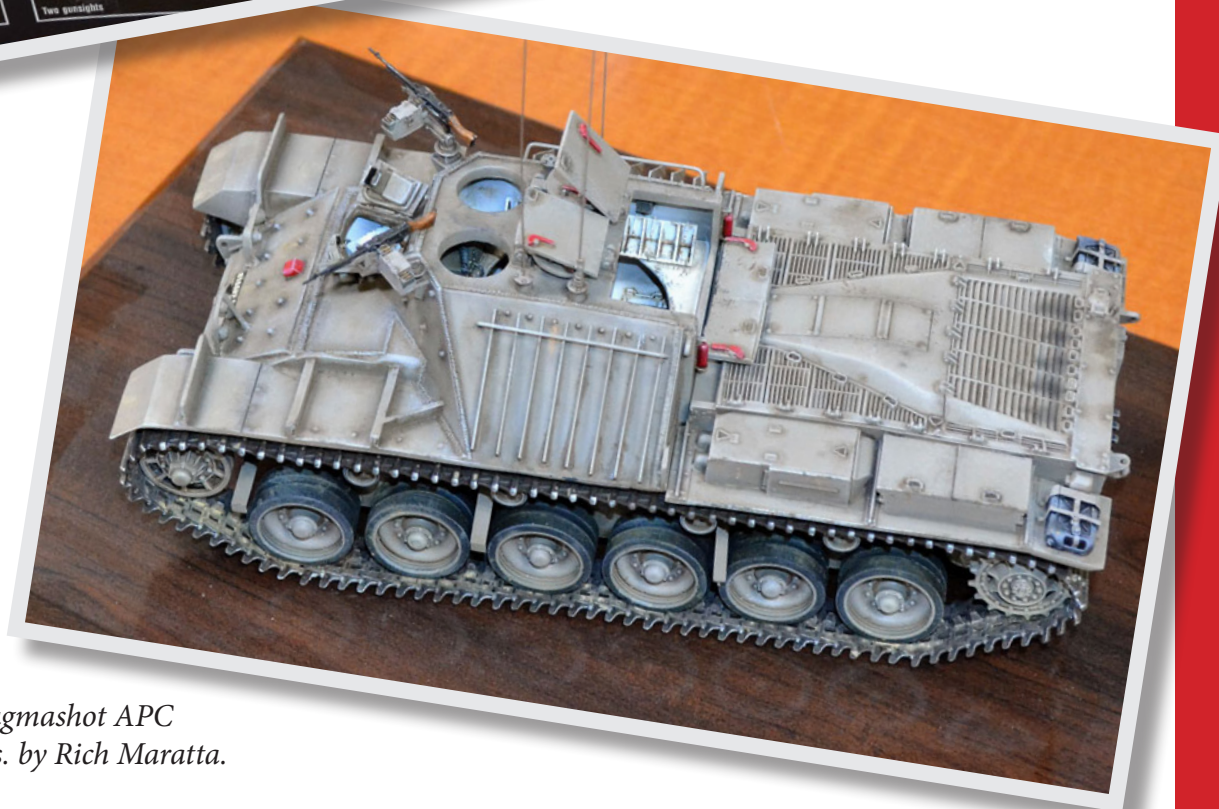
*Italian Paratrooper  
by Rich Maratta.*

*Continued on p 10*





*1/32 Special Hobby Tempest  
in work by Bob DeMaio.*



*1-35 Israeli Nagmashot APC  
from the 1980s. by Rich Maratta.*



*1/48 P-47D Thunderbolt  
by Fred Seitz.*



*1/48 P-40E Warhawk  
by Fred Seitz.*



*1-48 P-40E Warhawk  
by Fred Seitz.*



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

by Steve Muth

Since Revell have started to advertise a new 1/32 Me 262B-1a/U1 Jet Night Fighter it is appropriate to correct some misconceptions about the colors of this aircraft.

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 surfaces 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 lacquer, not distemper, including the bottom of the fuselage, wings, horizontal stabilizers and the entire engine nacelles except for 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 up-





per 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 this article.

### RED 9/FE-610

Red 9 ne FE-610 ne nose #306 – As seen in 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 the age of the photo and poor quality of the paint at the end of the war it appears to be a gray mottle. Photo N1018 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.\*\*

### 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 vertical 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 from the same facility – 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.

### 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.

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 Red 9 FE-610 may be Red 6.

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

*Continued on p 14*



1- This is the port side front view of Me 262B-1a/U1 Red 8 as it appeared at Hanger II of the Central Flying School at Doonotar, 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 or replaced with unpainted ones. It was in this state when Mr. Belling surveyed it and took paint samples. He was certain that basically the finish and markings were the original wartime 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- Port front view of Red 9/FE610 as it was at Schleswig, Germany shortly after capture and before any roundels had been applied. FE610 can be identified by the camouflage pattern in the area of the canopy and the #306 just aft the antennas on the nose. Note the absence of the 20mm long barreled cannon in the lower gun position. D1958, Photo courtesy of the National Museum of The U.S.A.F.





3- Port side of Red 8 taken in Germany just after its capture and the British roundels applied. Note the close mottle with two different colors. The original German markings are visible under the roundels and fin flash. The underwing crosses are simplified 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/FE610. Note the gun ports are camouflaged with the nose. It appears that the drop tanks under the nose are black on the port side and natural aluminum on the starboard side. This photo illustrates very well the close mottle on Red 8. Compare this appearance with the mottle of Red 9, Red 10 and Red 12. USAAF Photo #185149



4- Starboard front view of Red 9/FE610 with #306 prominent on the nose. It was also marked USA-2 before being handed over to Watson's Whizzers. Note the dull black nose landing gear strut and two drop tanks under the nose. N1018, photo courtesy of the National Museum of The U.S.A.F.

Continued on p 16



5- A port side front view of Red 9/FE610 in Germany this time with the name "Ole Fruit Cake" on the nose. It is believed this was applied by Watson's Whizzers probably about the time the Stars and Bars were applied. Note that the nose and fin tip 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 #78-17903-18 courtesy of the National Museum of The U.S.A.F.



6- This full starboard side view of Red 9/FE610 clearly shows the characteristic bar mottle and the 20mm cannon barrel of the lower guns. The lighter color of the mottle is very washed out in this photo. N188, USAF Photo via R. Pickett.





7- Another rear starboard view, in color, of Red 9/FE610. This was taken in the U.S., this time with completely spurious Luftwaffe markings, a white FE610 below the tail plane, a small red FE610 partially obscured by the Swastika and red nose and rudder tip. The undersurface black lacquer shows considerable wear on the nacelles. Comparing these photos, it is easy to see how difficult color determination can be without a reference. Were it not for Mr. Belling's careful notes even educated guesses would be very suspect to say the least. N627, USAF Photo



8- Red 10, as can be seen in this photo, appears to have mottled upper fuselage, nacelle and wing surfaces but dark colored horizontal stabilizers and elevators without mottle. Also, the canopy is in a solid dark color and does not have the mottle that the rest of the fuselage has. The fuselage and wing top mottle 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 such different colors. Note the rudder has been removed. N1050, USAF #78-17901-23 courtesy of the National Museum of the USAF.

Continued on p 18



9- Red 12 at Schleswig Germany. Although a relatively poor photo it 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 crosses on the fuselage and wings. The wings and horizontal tail surfaces appear to be dark, not mottled so presumably the wings had simplified black crosses on the top and white simplified crosses on the bottom. The mottle appears to be close like the Red 8 and Red 9/FE610. The wing, tail and nacelle upper surfaces appear to be a solid dark color. D1959, N609, USAF Photo #166314.



10- This is Red 8 enhanced to bring out the number. The number on the port side shown was hand painted at a slight angle leaning forward. The number on the starboard side was normal - it was upright and apparently much neater. All the flight numbers were red outlined in white and the nose numbers were segmented white either in front of or to the rear of the nose antenna.



# 1/35 Rheinmetall Rheintochter R-2 A-A Missile and Launcher

Bronco Models #CB35050, \$49.00

by Steve Muth



Really? A 1/35 German Rheinmetall Rheintochter missile and launcher? Yup! Bronco has just released it and it is a beauty! The Rheintochter was a two-stage surface-to-air guided missile intended to reach over 30,000 ft. to get to the B-29s expected to appear over Germany in 1945. It was radio guided from the ground to the vicinity of the bombers and was to have acoustic guidance for the terminal phase. 82 test missiles were flown but most were tests of unrelated guidance systems. It never saw operational service. The missile had a range of 25 miles, a 157 Lb. warhead and was mounted on a Flak 41 88mm gun base or a similar setup on a tracked vehicle (Bronco # CB35062). In operation, it would have been comparable to the Nike Ajax.

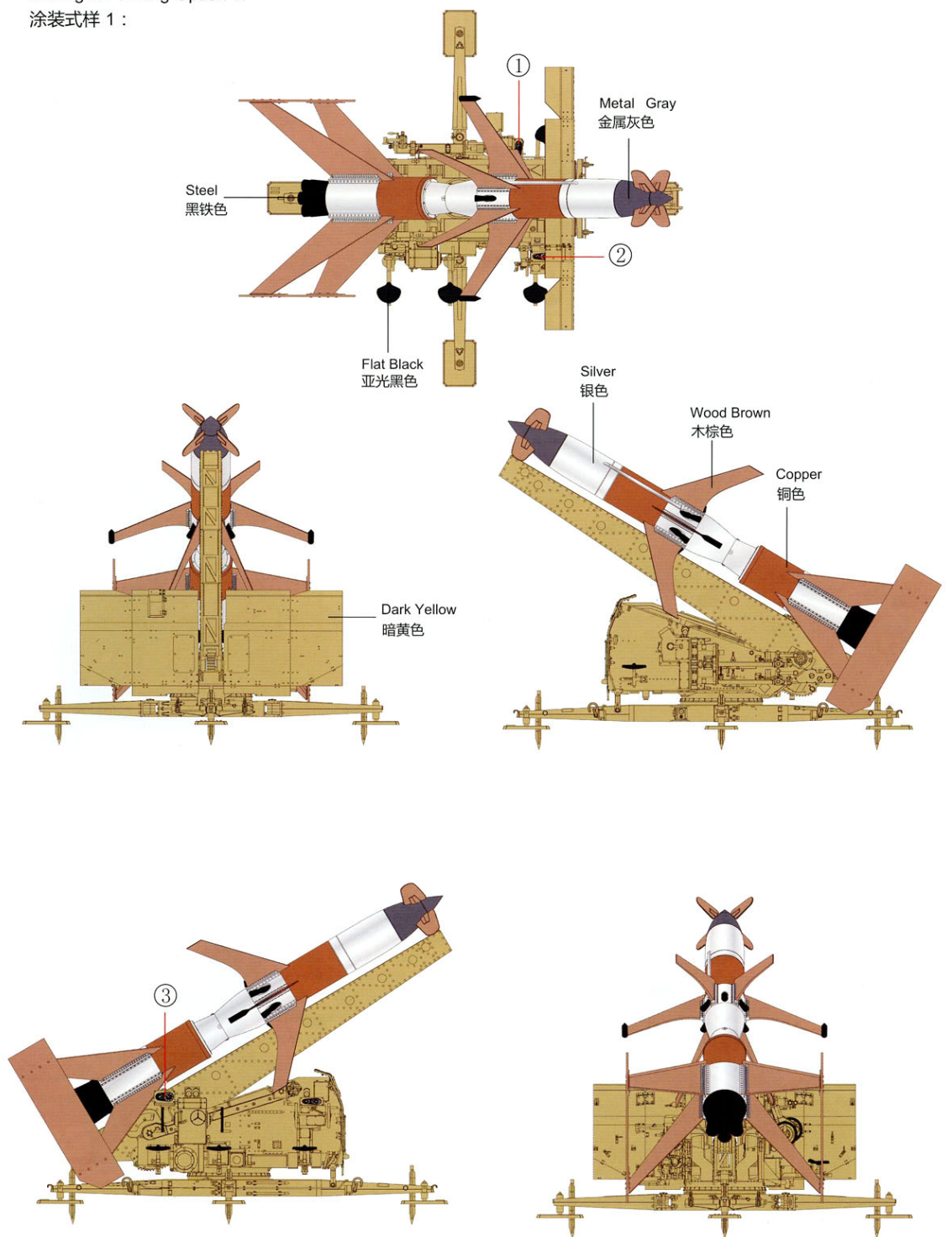
## The Kit

Well, you certainly get a lot of plastic for your money! There are 399 gray plastic parts on 12 sprues, 114 P.E. parts on 2 frets and 1 decal sheet for the various dials on the launcher. 36 plastic parts are for the missile with the balance for the launcher. Molding appears quite good with no flash or sink marks. There are locating pins and sockets and the ejection marks are in unobtrusive places. The gates are very petite too. All the parts are bagged with most being in their own bag. The P.E. and decal are in their own separate zip lock bag tapped to piece of cardboard. All this is packaged in a sturdy corrugated cardboard box with a top opening lid. There is a 23-page instruction booklet with 41 assembly steps. The English

*Continued on p 21*

# DECAL&COLOUR GUIDE 水贴及涂色指示：

Making & Painting Option 1:  
涂装式样 1：

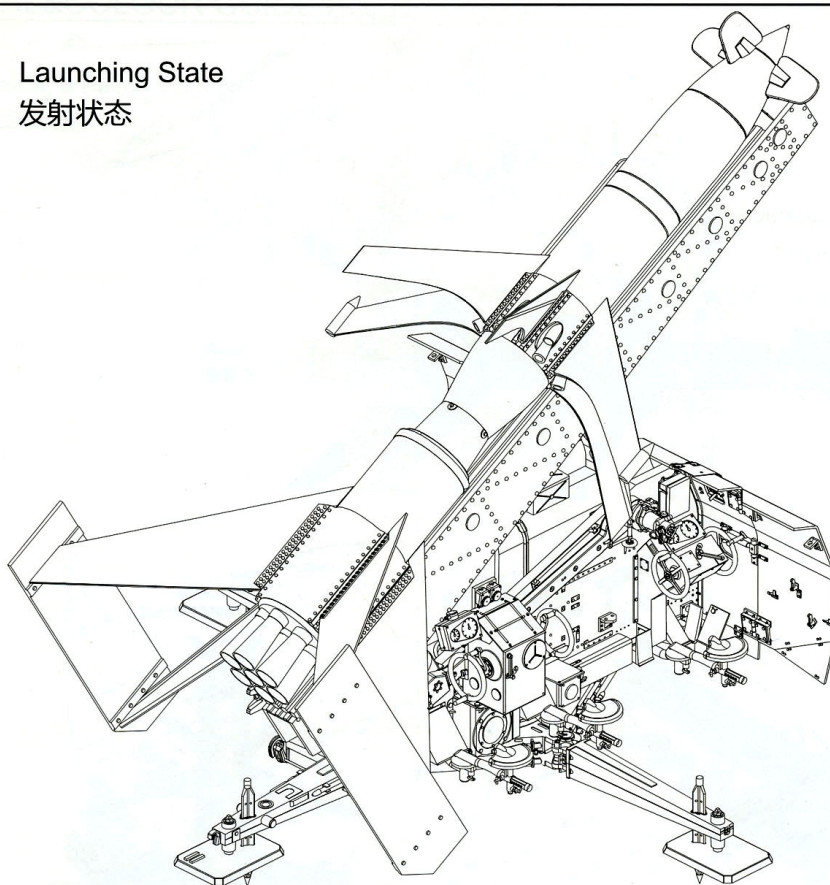




## ILLUSTRATION 图示说明：

39

Launching State  
发射状态



text is very poor but understandable. The exploded views are more-or-less self-explanatory. There are full page color or 5 view illustrations for three color schemes. Colors are tabulated for MR. Hobby, Hobby Color, Humbrol and Tamiya. There is also a full page (page 2) devoted to parts tree illustrations.

This model kit has a large number of very small plastic

and P.E. parts. Good tweezers and a magnifier are recommended. A pentathlon consisting of a Rheintochter, a Nike Ajax, a Nike Hercules, a Bomarc and a Hawk missile battery would be really neat!


All-in-all an excellent kit of a rather esoteric subject.



*Continued from p 5*

bing on the top surface. There is no nose wheel well detail as the nose wheel landing gear door closed when the gear was down and locked. As with most, if not all, short run kits there are no locating pins or tabs. So, the wings may need to be pinned. The decals are excellent, providing the Stars and Bars, s/n, and some stencils. Registration is good and they appear to be opaque. Unfortunately, there are no instructions as to where the stencils go nor are there any instrument panel, fuselage data block, "Curtiss XP-55" logo or propeller logo decals. The instruction

sheet is a 4-page affair with a 7-step assembly sequence, a parts tree diagram, a 5-view painting guide and a potted history. All colors are called out as FS numbers.

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 some hobby shop shelves and at vendor tables at contests. Recommended for modelers with some mixed media experience. 

## Show Calendar Listing for 2017

See Bob DeMaio for details

Date	Event & Location	Website	Day
Mar 25, 2017	RepLlcon 28 Freeport Recreation Center 130 East Merrick Rd Freeport, NY 11520"	<a href="http://www.lisms-ipms.org">www.lisms-ipms.org</a>	Sat
April 1	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ 07470	<a href="http://njipms.org">http://njipms.org</a>	Sat
May 19-20	Noreastcon 46 Clarion Hotel Batavia 8250 Park Rd. Batavia, NY 14020	<a href="http://www.noreastcon.com">www.noreastcon.com</a>	Fri-Sat
Sep TBA	Patcon 2016 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	<a href="http://www.ipmspatriot.org">www.ipmspatriot.org</a>	Sun

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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](http://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](http://www.GoldCoastHobby.com)

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### 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](http://www.trainville.com) and e-mail: [info@trainville.com](mailto:info@trainville.com)



Photo by Steve Muth





## IPMS /USA MEMBERSHIP FORM

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IPMS #

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Signature (required by P.O.)

Type of membership

☐ Adult 1 year \$30.00 ☐ Adult 2 years \$58.00 ☐ Adult 3 years \$86.00

☐ Junior (under 18 yrs) \$17.00

☐ Family, 1 yr \$35 (Adult + \$5, Ones set Journal) How Many Cards?

☐ Canada & Mexico: \$35 ☐ Other/Foreign: \$38 (Surface)

Checks must be drawn on a US Bank or International Money Order

### PAYMENT OPTIONS:

☐ Check

☐ Money Order

☐ Credit Card

Credit Card:



☐ Master Card



☐ Visa



☐ Discover

Card Number:

Exp. Date:

Chapter Affiliation (if any):

If Recommended by an IPMS Member, Please List His/Her Name and Number:

Name:

Number:



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