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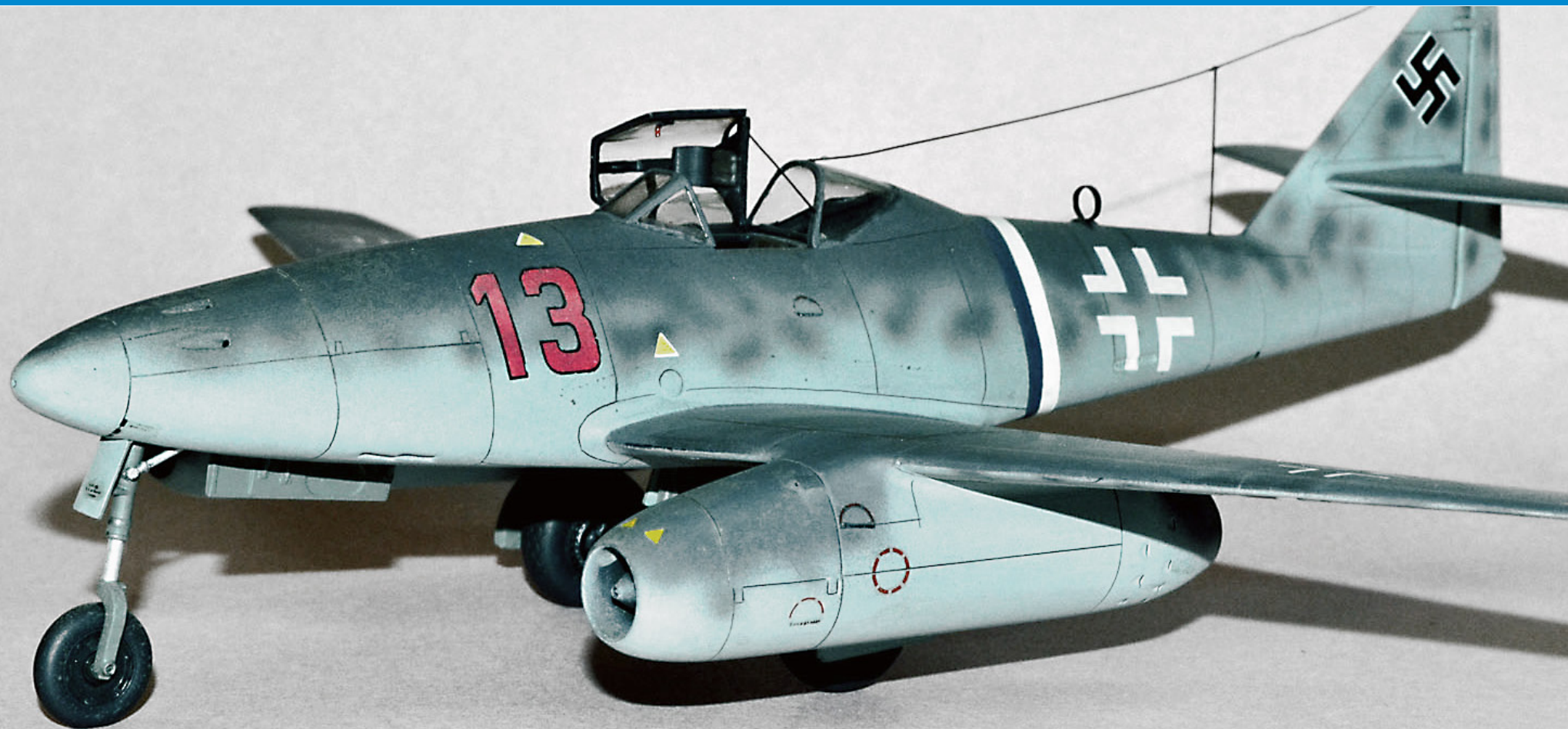
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# RED, WHITE & SPRUE

Volume 25 Number 2

★ LISMS Newsletter ★

February 2018



**Kit Review:**  
2 1/24 Ferraris

**In The Box Kit Review:**  
1/32 Revel Me 262B-1a/U1

**Camo:**  
Me 262B-1a/U1

**Seen on the Table:**

**Modeling Clinic:**  
M48A2 Patton



**Next meeting date:**  
**Monday, February 12th**  
**7:30 pm to 10 pm**

**Levittown Public Library**  
**1 Bluegrass Lane, Levittown, NY**

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**Cover Model: Me 262A-1a**  
**by Steve Muth**  
**Cover Photo: by Steve Muth**

# In The Pilot Seat



*This meeting is Monday February 12th due to President's Day on our usual meeting date. Even if you don't read this newsletter to get this info, it is on our website left column. How can you miss this meeting date? You are reminded constantly and everywhere. Well, there is one way, when you grow older like me and memory is at a premium ability. So an old time model club member has a couple to three boxes of models to sell. I offered him our club meeting night to RAFFLE them to the membership. He liked the idea and this will happen Monday night. I didn't ask him what kind of models he is bringing, but I'm going to guess they are 1/72 scale aircraft.*

*Heads up guys! March will be a club contest and display of your models! More eyes to look at your build so you have time to fix up anything before our Noreastcon show. Discuss any improvements you need to do with fellow builders. That is a big reason to join a club, and our yearly fee is really cheap. As for our April club meeting, I haven't talked to anyone about it yet. So, soon to be announced.*

*I have not had any complaints about the landscape newsletter so we will continue the publication in this format. If you have articles of any kind, a model build in progress or completed, a book, a magazine, modeling tools, or any materials and wish to put your name in the newsletter, please submit it with pictures if you have any*

*to Steve Muth. We have a format form printed to guide you through the article. We will provide it at the meeting.*

*Current status for Noreastcon. We have rented out about 31 vendor tables so far. Categories and rules have been updated a couple of nights ago so visit the site to get them. I just ordered really nice trophies. All vendors have been notified. All model builders have been notified through e-mails but snail mail. I have a lot of foot work and notifications to send out reminding all about the hotel discount and show status. I went to Bob's in Bay Shore today and left him a stack of flyers. He put them right in front of the customer when at the counter. If he keeps them there plenty of customers will see them. I still have to work out the food situation with the museum. At the last board meeting we came up with a suggestion but I have to speak with the powers to be at the place. It appears this won't be until after January 1st.*

*Gee, no one picked up the error I made in the last newsletter. I said the show was on the 28 & 29th. Me banana bad dude! It's the 27 & 28th. Why do I keep doing that! I'll never know. That's it for now! See you at the meeting on the 12<sup>th</sup>!!!!.*

**Keep our hobby alive and well!**

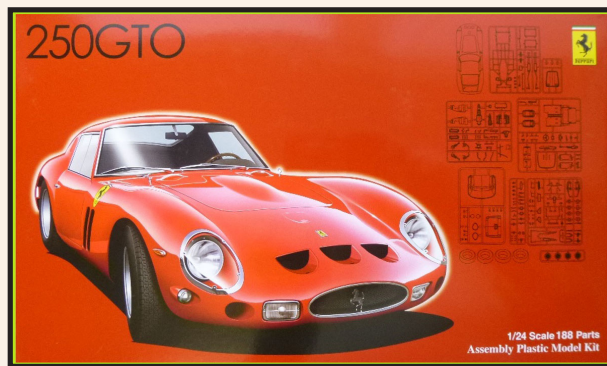


## 1/24 Ferrari 250 GTO by Fujimi and Protar

### The Car

*The Ferrari 250 GTO is a Grand Touring car produced by Ferrari from 1962 to 1965 to compete in the FIAs Group 3 category. Just 39 were produced even though the regulations stipulated 100 were to be built to qualify. Its primary rivals were the Shelby Cobra, Jaguar E Type and Aston Martin DP214. The GTO was powered by a V-12 putting out 300bhp. When built in 1962 they sold for \$18,000. In October 2013 one sold for about \$53,000,000. The Ferrari 250 GTO is considered one of the most beautiful Grand touring cars ever built. In truth, they were not really street cars (although they could be driven on the street) but all out racers. They did not even have a dashboard. They were stark with no sound deadening or upholstery to speak of.*

### Now to the Kits:



1/24 Ferrari 250 GTO by Fujimi, kit #123370, \$19-\$90 on e-bay



1/24 Ferrari 250 GTO by Protar, kit # 205, \$25 Many years ago ('91)

As I started this comparison I became aware that Revell also has a Ferrari 250 GTO in 1/24 scale. I have not seen it but read somewhere that it is a rebranding of the Italian Protar kit. If so, all the comments about the Protar will, obviously, also apply to the Revell offering.

In looking at the two kits there is not much to choose between them, but there are some differences in the parts breakdown – nothing of substance though. The *Fujimi* has 188 parts while the Protar has 203. They both have:

- A top opening cardboard box.
- Good quality molded parts with few if any sink marks or flash.
- Bagged parts.
- The engines that are very good with the *Fujimi* slightly better because it has individual intake trumpets for the engine.

The instruction sheets of both are 8 pages of line drawing exploded view with no text. What text there is is largely Italian for the *Protar* and Japanese for the *Fujimi*. The *Fujimi* instructions are much better/clearer than the *Protar* instructions. In fact, I would say the *Protar* instructions are confusing. The *Fujimi* instructions have a parts tree and color chart whereas the Protar has neither, nor does it have any color data at all.

Other strong points for the *Fujimi* are:

- Better, more extensive decals.
- The nose is one piece, eliminating multiple seams around the nose opening.
- They provide a roll cage.
- Seats are somewhat better.

*Cont. on p 4*

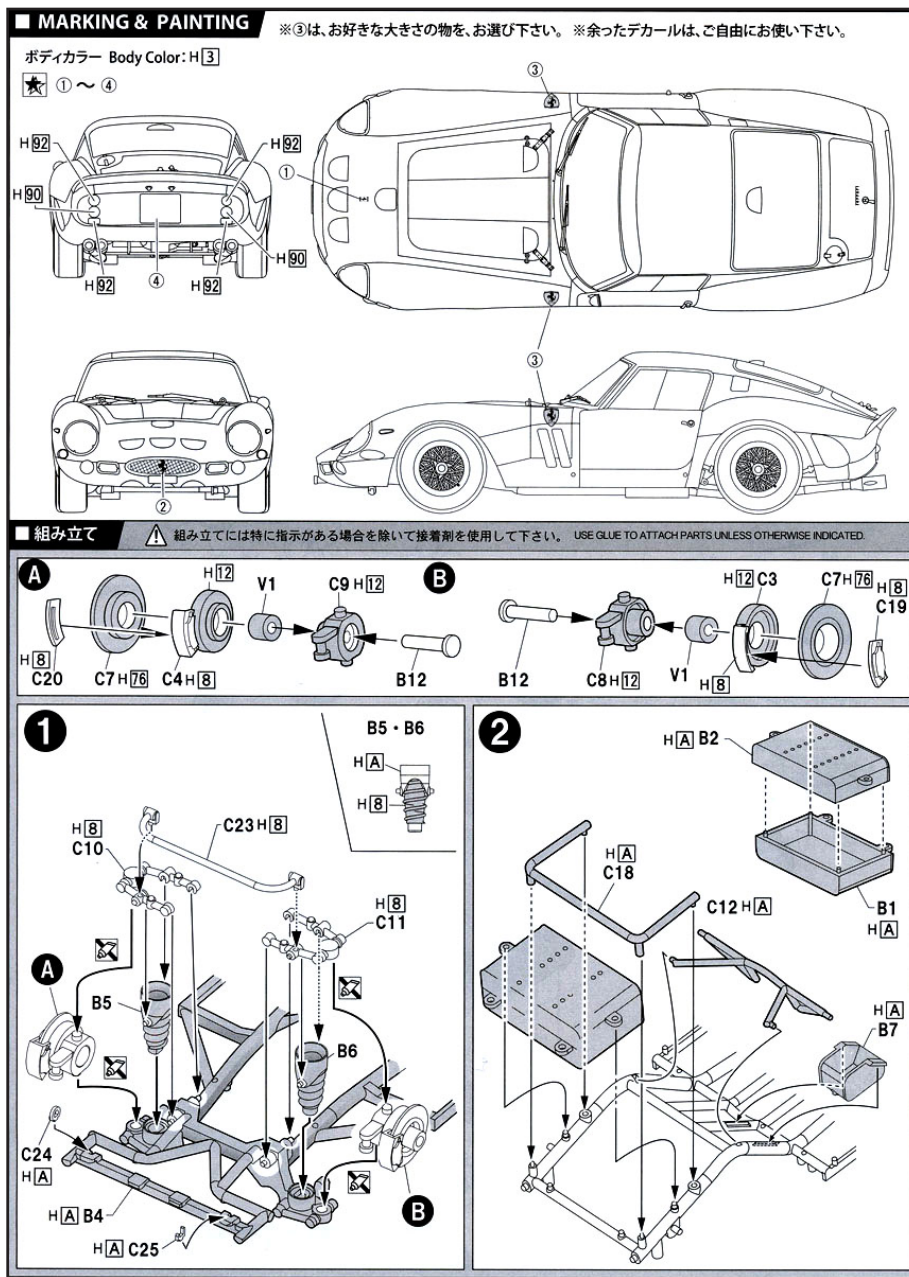
# In The Box Kit Review *by Steve Muth*

Cont. from p 3

Positive points for the *Protar* are:

- Better treatment of the clear parts.
- The *Fujimi* has a single piece of clear for the windshield and two side windows that extends under the roof while the *Protar* has individual clear parts for the windshield and side windows. Easier to install perhaps but then you have a clear part inside on the roof.
- Better *Borrani* wire wheels made up of three layers of spokes while the *Fujimi* is all one piece. Both look good but the *Protar* look more convincing. Of course, there are PE wire wheels available both in kit form and premade (for a tidy sum though).
- Rub on transfers for the metal side and front glass frames.
- One inexplicable negative for the *Fujimi* kit is the absence of a part for the prancing horse emblem located in the middle of the radiator intake on the nose. They give the decal for it but there is nothing to slide it onto. I guess the best thing would be just cut the decal out, leaving it on the paper carrier, painting the edge silver or black with an art pen and gluing it in place.

In addition, there are many after-market parts available that would appear to be suitable for either kit. Neither of these kits are for beginners due to the high number of parts and the many small pieces – like door handles and



Instruction sheet Ferrari 250 GTO Fujimi.


Cont. on p 5

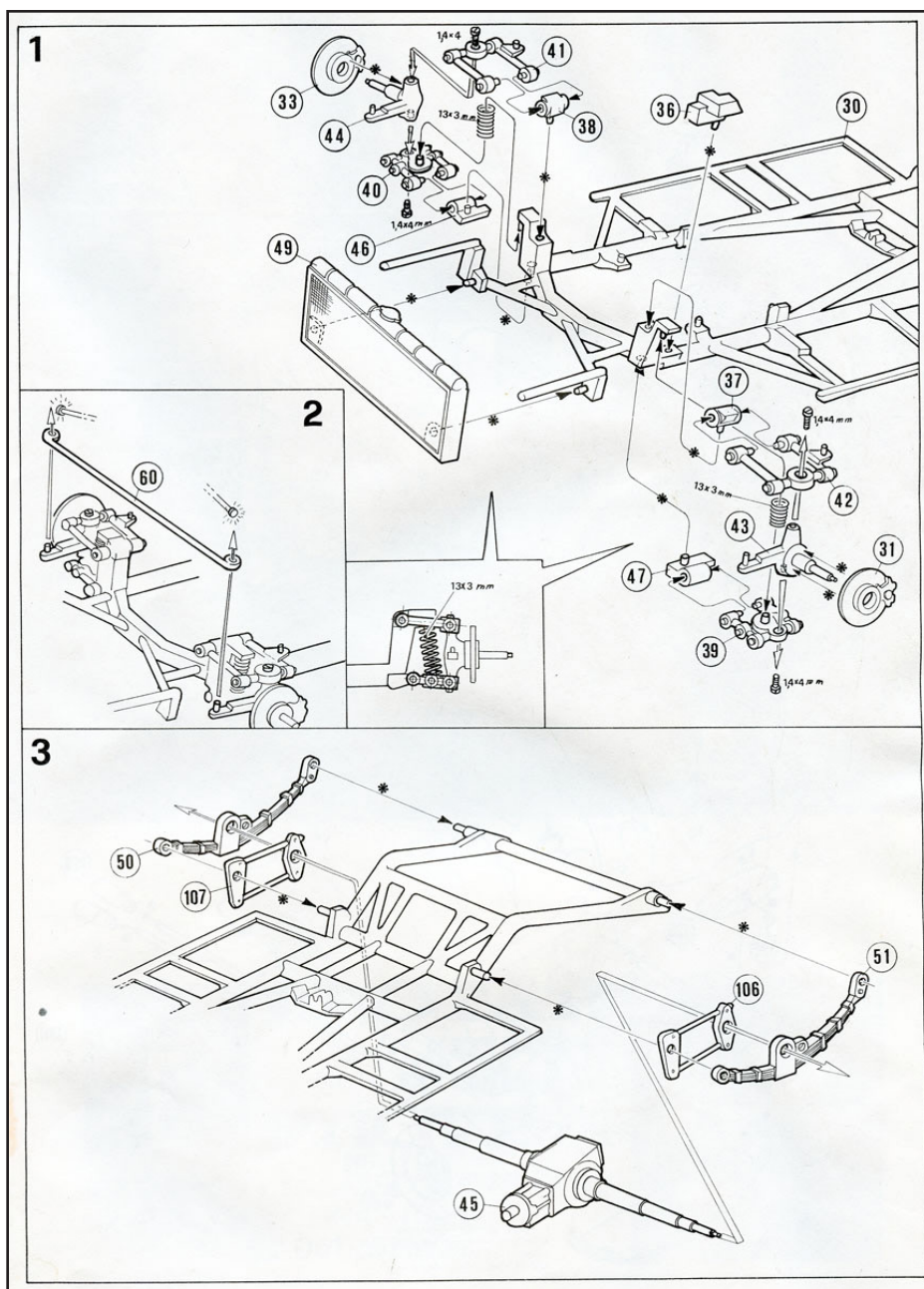
# In The Box Kit Review *by Steve Muth*

Cont. from p 4

such but anyone with a few kits under their belt should be able to build a decent model from either one. In addition, there are quite a few after market parts available like *PE* wind-shield wipers and wire wheels – both build ups and fully pre-assembled (for a price of course).

So... in summary, with the *Protar* kit you get better wheels and window treatment with a confusing instruction sheet and with the *Fujimi* kit you get an excellent instruction sheet, a roll cage, more comprehensive decal sheet, and a few extra parts to close up the air scoops above the nose grill.

All in all, good offerings. Both are recommended with the *Fujimi* probably being an easier build and the *Protar* having having better window treatment. 



Instruction sheet Ferrari 250 GTO Protar.

## 1/32 Revell Me 262B-1a/U1 Night Fighter

*by Revel #04995, \$30.00*



I have seen the new Revell 1/32 Me 262B-1a/U1 advertised for a long time now – about a year. It has finally arrived and is now on hobby shop shelves. It was worth the wait as it is an excellent kit; possibly Revell's best.

With excellent box art, it is packaged in a rather large flimsy cardboard box. Indeed, it needs a large box as there are 215 parts on 10 sprues – 8 in gray plastic and 2 in clear plastic. All sprues are bagged but some bags have 2 sprues, which can lead to scuffing and

scratching of the parts. Aside from the box being full, the first thing you notice upon opening the box is the well done 28-page full color instruction booklet with 94 assembly steps. This is not a beginner's kit!

There is minimal text. Everything is explained with symbols and arrows; but the instructions are clear. Painting and detail decaling for the internals are presented in the assembly steps. For the externals there are 4 pages of 4 view drawings of Red 8 and Red 12. They include marking and stenciling locations. There are a few niggles here – the colors of Red 12 are suspect (see the markings article elsewhere in this issue) and Red 8 should be forward slanted on the port side. The top and bottom views of Red 8 are inconsistent – the bottom view shown the starboard engine nose to be silver while the top view does not. The top view is correct. Also, the top of the nacelles should be green (RLM 80?).

All stencils are included on the decal sheet as are all the instruments and seat belts. You will probably want to out-source the belts though. Registration is good, and the decals appear to be opaque. As you may expect there are no swastikas as they are prohibited in Germany.

As mentioned, there is a 28-page instruction booklet with 94 assembly steps. It has a color chart in 42 languages! There are numerous internal color errors in the booklet.

1. In step 6 the bulkhead should be natural aluminum.
2. In step 7 & 11 the seats frames should be a dark green, probably 83.
3. In step 13 the firewall should be natural aluminum.
4. In step 15 & 18 the shell ejection chutes should be black or gray. I have seen both.
5. In step 19 the gun bay support rod should be RLM 02 or gray.
6. In step 12 the radio should be black.
7. In step 33 the spars were various shades of natural metal – mostly aluminum and steel.
8. In step 42 the under surfaces of the slats were probably natural aluminum.
9. In step 44 I don't think the intake bullets were ever green. The photos I gave seen show silver. Engine changes were frequent, so they were probably never painted.
10. In step 72 the main landing gear door insides were undersurface black, at least on Red 8.

*Cont. on p 7*

# In The Box Kit Review *by Steve Muth*

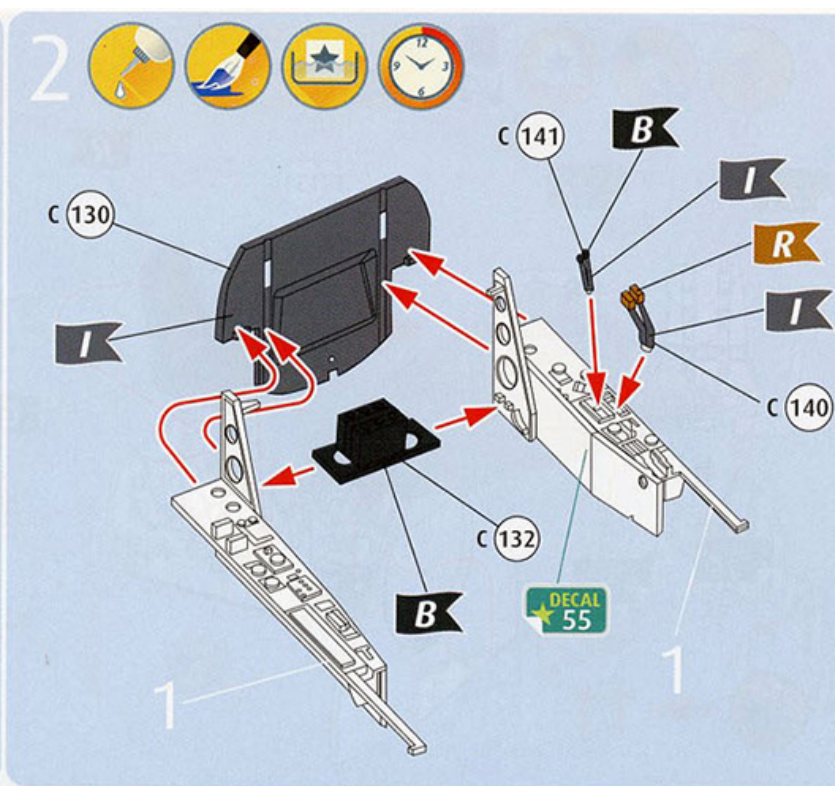
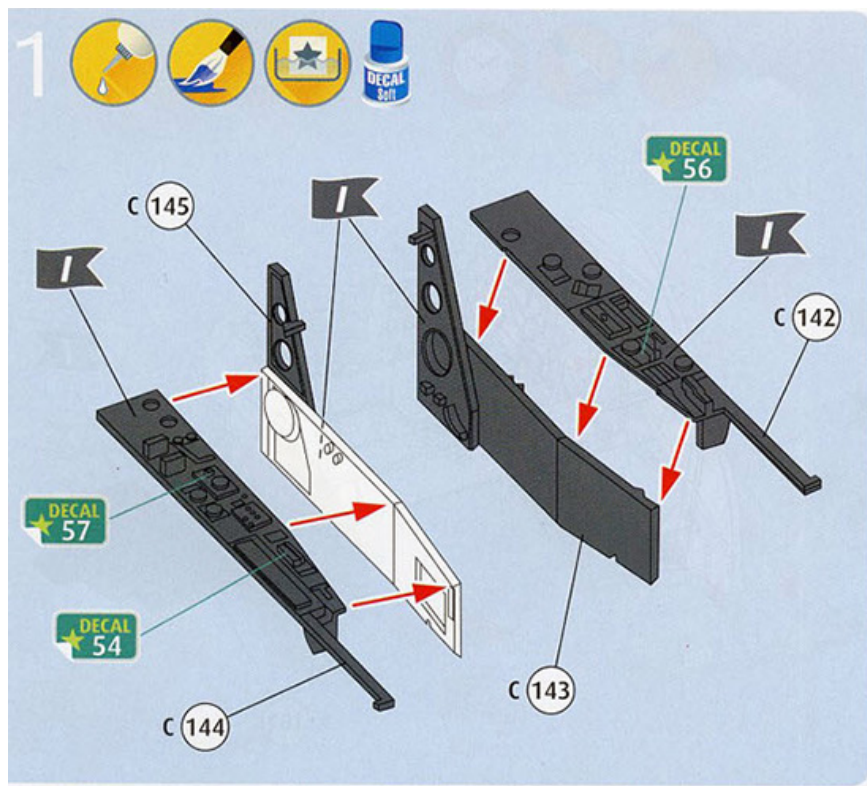
*Cont. from p 6*

11. In step 92 no antenna braces are shown while in 93 and 94 the braces are shown. Braces were not fitted on Luftwaffe Me 262B-1a/U1, they were fitted by the British after their capture.

But these are nit picks by someone who has a thing about the Me 262. The moldings are exceptional. There are 215 parts on 10 sprues – 8 of gray styrene and 2 sprues of clear parts. There are no resin or PE parts. The booklet

has a parts-tree, but the parts are not labeled, only numbered. The breakdown appears to allow any 262 variant to be produced by changing only 4 sprues. The author's kit had no flash and the only sink marks are on the gun breeches. Ejection pin marks were generally very shallow and in unobtrusive places. The only ones not hidden are on the inner main landing gear doors. The injection gates are very small, and the thin tubular parts are extremely thin. The cockpits (front and rear are separate) have unusual construction but

are very complete with well-done raised details. The front cockpit is built up first then the rear built up on the front part; the whole being enclosed in an overall tub that is seen from the wheel wells. The longitudinal seam will have to be puttied and sanded. The main wheels are the best moldings the author has seen and are fully as good as any aftermarket wheels. The tires are plastic, not rubber (hur- ray!) but they are not weighted. There are 2 styles of nose wheel – ribbed/smooth and treaded. The three-piece canopy is very clear



*Cont. on p 8*

# In The Box Kit Review *by Steve Muth*

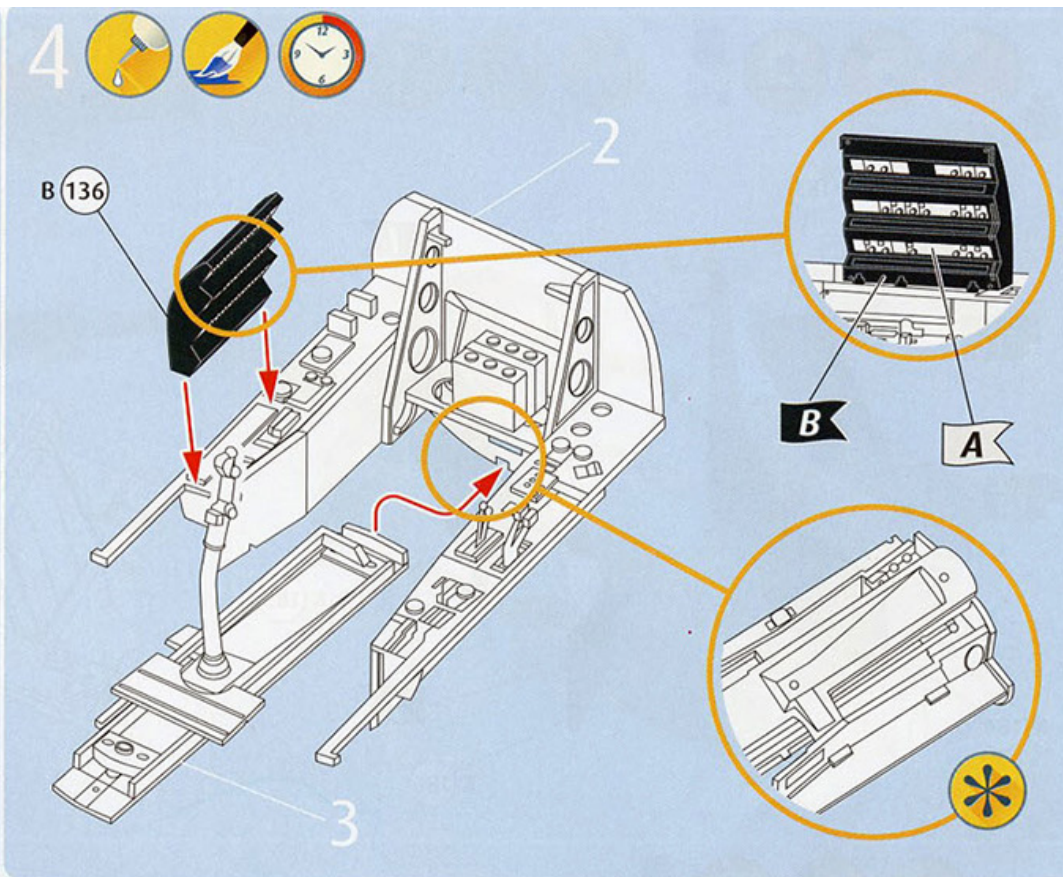
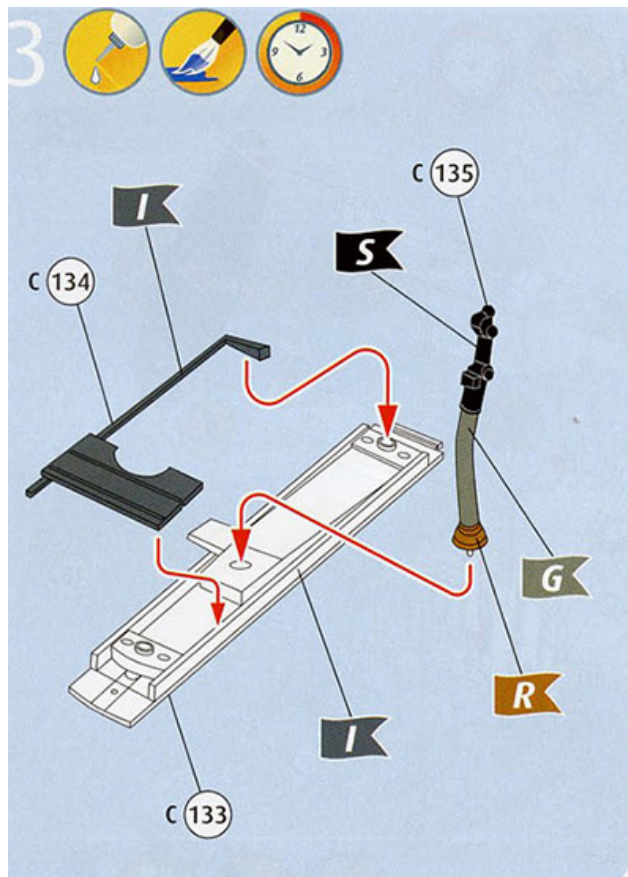
*Cont. from p 7*

with a short piece of the fuselage molded in the front of the windscreen. The guns and gun bay are very well done but the gun bay covers are all one piece and will need to be separated if the gun bay is to be displayed open. The gun breeches, as mentioned earlier, have the only sink marks in the kit. The guns have no openings in the barrels. The top decking around the cockpit is well done and even has the raised rim surround found only on the

night fighter. There are two complete Jumo 004s but no way to display them in their nacelles except through the front engine nacelle covers. There are separate leading-edge slats, rudder, ailerons, and elevators. The main landing gear and nose gear doors are molded as one piece and will have to be scored and separated unless you want to display the aircraft in flying condition. The only outright error in the moldings is the nose cone. On

the night fighter the nose cone was wood and there was no gun camera and so no gun camera port in the nose cone. One nice touch is the shell ejection chutes provided so the exits are not just holes in the bottom of the nose.

Whew! So, there we have it! An excellent kit by Revell at a reasonable price, far below the Trumpeter offering. It just may be Revell's best kit yet. Aside from the price there is not much to choose between them. The



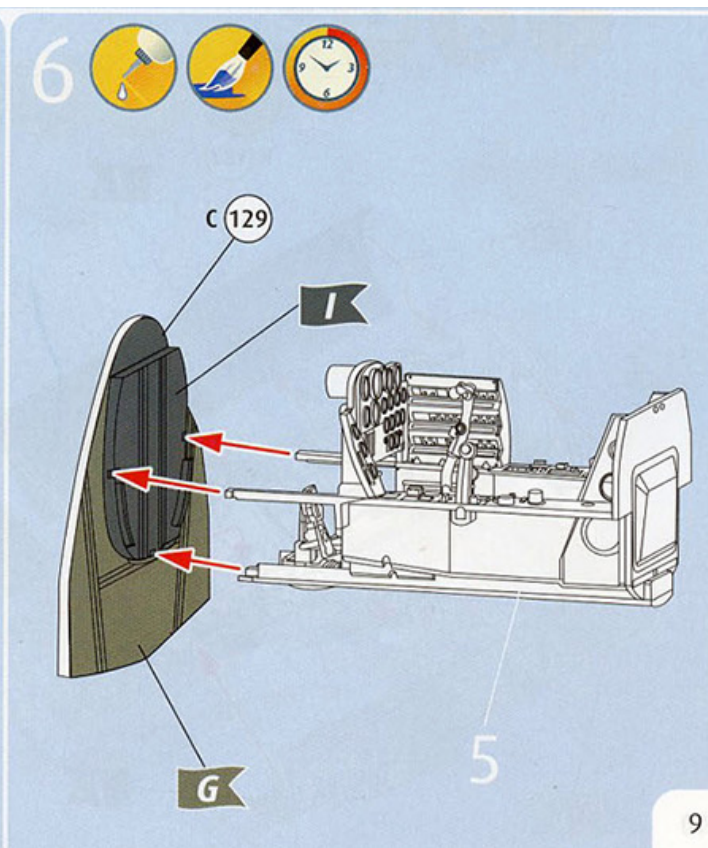
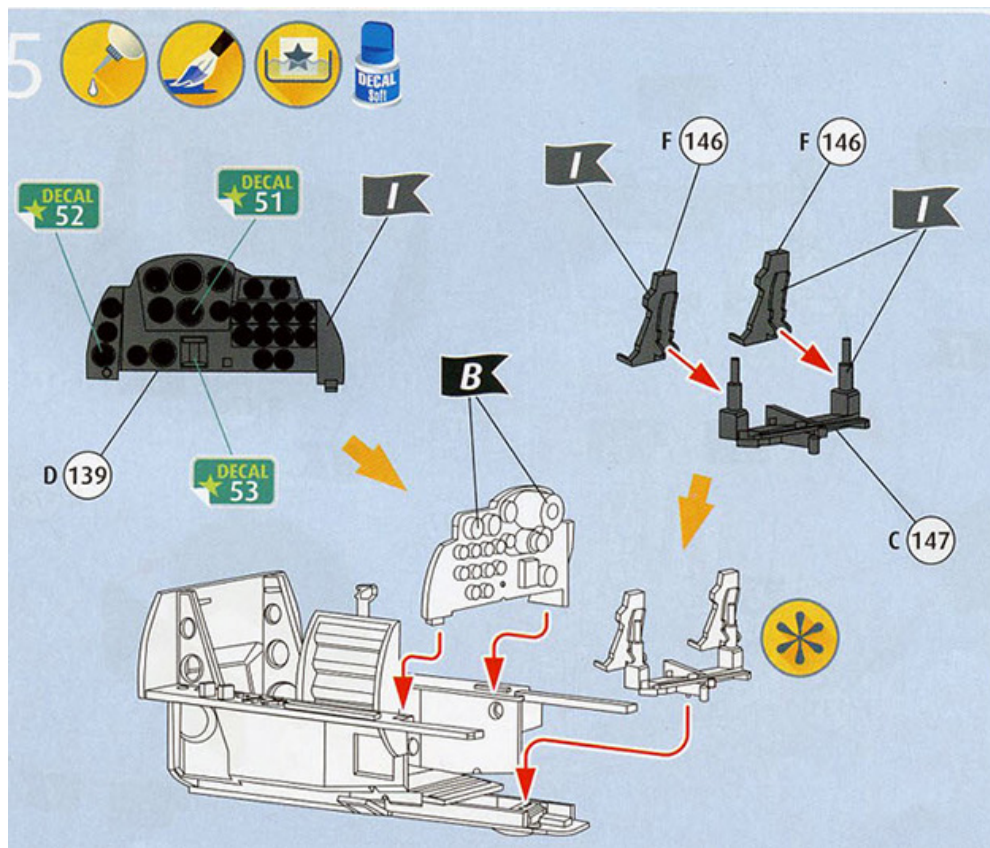
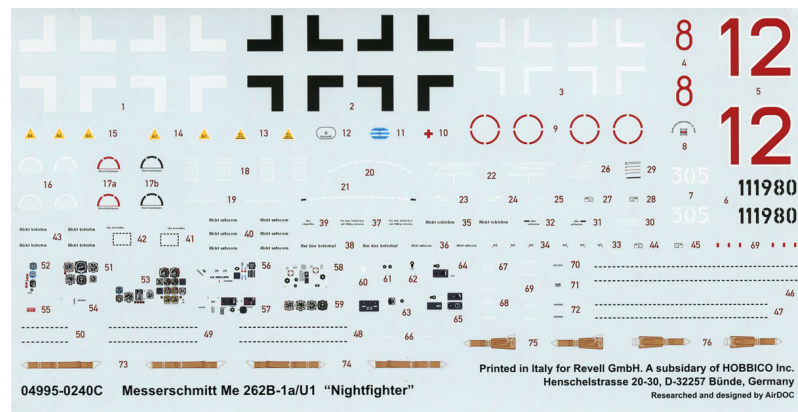
*Cont. on p 9*

# In The Box Kit Review *by Steve Muth*

*Cont. from p 8*

Trumpeter kit has a slightly better cockpit, rubber tires (for those that like rubber), full engines that can be seen beneath clear engine nacelles, and guns without sink marks. Revell has plastic wheels, a rim around the cockpit opening and a better instruction booklet.

*Highly recommended.*



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

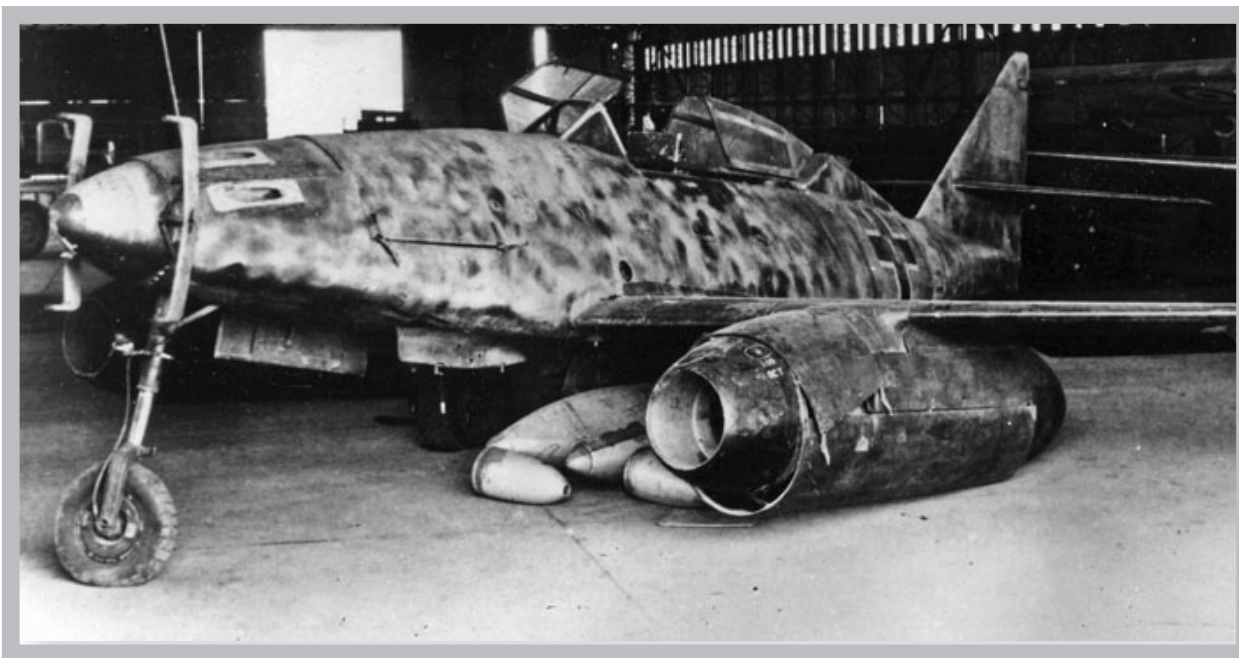
Since Revell has finally released its new 1/32 Me 262B-1a/U1 Jet Night Fighter it is appropriate to correct some misconceptions about the colors of this aircraft. See accompanying kit review for a discussion of the kit.

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 as seen in Figure 1. Figure 2. Shows it as it appeared in Germany soon after it was captured by the British. 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.



*Figure 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.*

Cont. on p 11

# Camouflage and Markings – Pt 1 *by Steve Muth*

*Cont. from p 10*

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. See Figure 10 for an example of the mottle on the restored South African Me 262B-1a/U1. Mr. Belling assisted in the restoration as a painting consultant.

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



*Figure 2 - 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 an-*

*tennas, 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 courtesy of the National Museum of The U.S.A.F.*

# Camouflage and Markings – Pt 1 *by Steve Muth*

*Cont. from p 11*

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 1959 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 of, this article to be in next month's issue.



Figure 10 - Restored Red 8 mottle as it now appears in South Africa illustrating the correct 81/82 mottle, although photos of the original suggest the individual blotches were softer (had more overspray).

Figure 10 - Restored Red 8 mottle as it now appears in South Africa illustrating the correct 81/82 mottle, although photos of the original suggest the individual blotches were softer (had more overspray).

*Cont. on p 13*

# Camouflage and Markings – Pt 1 *by Steve Muth*

*Cont. from p 12*

## RED 9/FE-610

Red 9 ne FE-610 ne nose #306 – Figures 3, 4, 5, 6 and 7. 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, 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 Red 12 were painted the same colors and since Red 8 is

well documented it is reasonable to assume Red 9/FE610 is also mid green and a dark green. FE-610 was sent to Cornell University and was scrapped sometime in the 1950s.\*\*

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



*Figure 3 - 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.*



*Figure 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. 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.*

*Cont. on p 14*

# Camouflage and Markings – Pt 1 *by Steve Muth*

*Cont. from p 13*



*Figure 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.*



*Figure 6 - 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. Note the 2 very dark strokes of mottle just below windscreen rear edge. These can also be seen in Figures 6 and 7. They illustrate the extreme degradation that has taken place between the times of the photos. The mottle in Figures 6 and 7 are very washed out compared to that shown in figures 3, 4 and 5. N627, USAF Photo.*

*Cont. on p 15*

# Camouflage and Markings – Pt 1 *by Steve Muth*

Cont. from p 14



*Figure 7 - 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. See discussion of 6.0 above. N188, USAF Photo via R. Pickett.*

## RED10

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.



*Figure 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.*

Cont. on p 16

Cont. from p 15



**Figure 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 an altered 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 and not a splinter camouflage as described in the Revell kit. D1959, N609, USAF Photo #166314.

## 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

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. It is difficult to tell whether the

upper surfaces of the wings and horizontal stabilizers were a solid bright green as on Red 8 or a splinter 81/82 as shown in the Revell kit. None of the photos of Red 12 in the authors possession or in books he has show any indication of any Me 262B-1a/U1 having 81/82 splinter camouflage on the wings or horizontal stabilizers as shown in the Revell painting instructions.

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 few color shots taken of FE-610 (Figure 6) 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. Compare it and Figure 7 to Figures 4 and

5. The patterns are consistent but the color and mottle density are not. 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. Probably the best description is given in his article “From Magdeburg to Sax-onwald” that appeared in “Air International” April 1975. If anyone is interested, the author has pertinent correspondence with Mr. Belling and the South African National War Museum from the 1970s and would be willing to share it. If anyone is interested, the author has pertinent correspondence with Mr. Belling and the South African National War Museum from the 1970s and would be willing to share it.



\*Some sources claim Red 9 FE-610 may be Red 6.

# Seen On The Table 1-15-2018 by Steve Muth

There were 18 models on the table last month. Some were in progress, some were completed. Noticeably missing were ships. Otherwise an eclectic batch with everything from a Giraffe to a Gundam Knight in Armor!



*Fred Seitz brought his 1/48 ICM Do 217Z-2.*

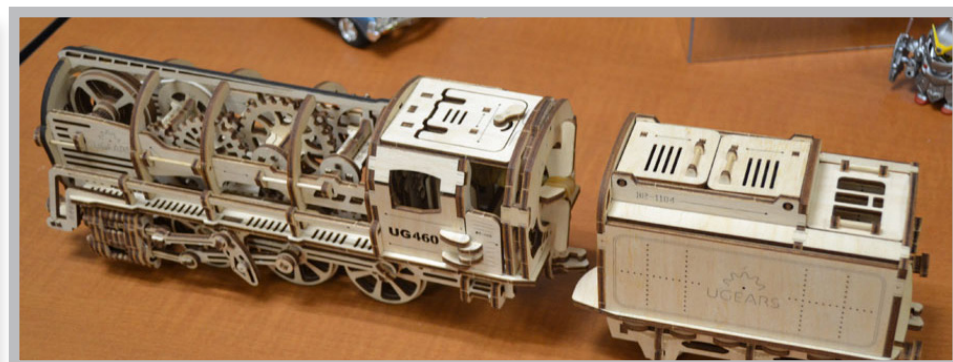
There were 4 aircraft, 4 cars, 5 armored vehicles, 3 figures and 2 misc. Enjoy!



*Fred also brought his 1/48 Airfix P-40C work in process.*



*Jim Boulukos brought a pair of 1/24 Mustang GT 350Hs.*



*Matt Kozerski brought a unique 1/32 wooden 4-6-0 wooden wind up locomotive.*

*Cont. on p 16*

# Seen On The Table 1-15-2018 by Steve Muth

Cont. from p 17



Rich Caserma brought his 1/24 AMT 1967 Chevy Impala SS.



Nice see through Giraffe by Matt Kozerski.

Cont. on p 19

# Seen On The Table 1-15-2018 by Steve Muth

Cont. from p 18



Jim Boulukos brought a wire wheel from his 1/20 Alfa Romeo Tipo 158 work in process.



Gundam Knight in Armor by Jim Boulukos.



1/72 F7F-3N of Korean war. Octopus kit by Ray O'Neill.



Monogram 1/72 F-82G modified by Ray O'Neill.

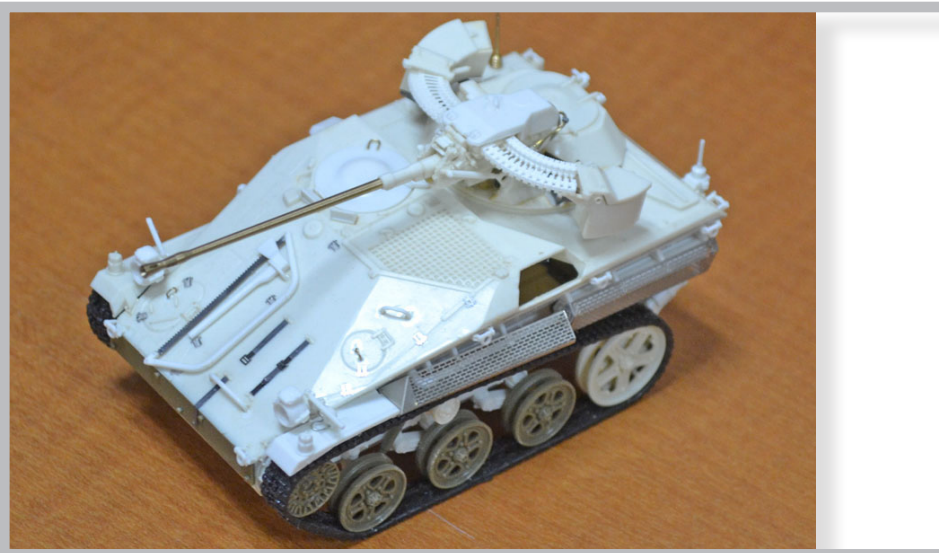
Cont. on p 20

# Seen On The Table *1-15-2018 by Steve Muth*

*Cont. from p 20*



*Takom 1/35 Hanomag and gun by Steve Andreano.*



*1/35 Weasel and 20mm gun by John Lam.*



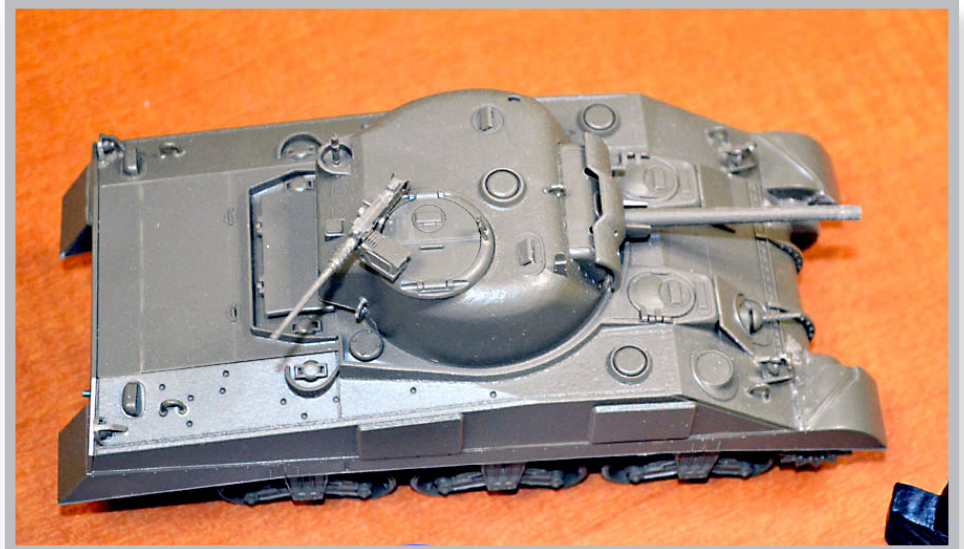
*1/12 Ghost of Castlemar by Bill Valicenti.*

*Cont. on p 21*

*Cont. from p 21*



*1/35 Panther by Bill Valicenti.*



*1/35 Sherman by Bill Valicenti.*



*1/35 8 wheeled armored car by Bill Valicenti.*



*Maulkrusher by Rick Verriest.*

*Cont. on p 22*

# Seen On The Table 1-15-2018 by Steve Muth

Cont. from p 21



The great give-away. Due to a radical downsizing in the Chesley White household. A large number of kit were donated to the Society for give away to the members. Bob DeMaio, on the right, was the master of ceremonies overseeing the equitable proceedings.

# Modeling on the Cheap Frugal



Sometime in the beginning of the year, Early January, I got a coupon from *Michaels*, the ubiquitous craft store in Queens, that gave me 60% off anything in the store. Well, there's not much now that I needed. I used to paint so I bought canvases but I haven't done that for a long time however I did notice they have a small, very small, selection of plastic kits on a couple of shelves. Still, I wasn't interested as I wasn't really into building kits anymore either. Firstly, they were expensive for it's not only the kit you have to pay for, it's the items to build it - glues, sand paper, files, drills, tweezers, etc. - and to paint it, one needs paint and that is almost as big an expense as the model. Each paint bottle at least 3 plus dollars and since *Michaels* doesn't carry these paints I'd have to drive out on the Island to buy any.

You need at least 4 bottles, that's almost \$15+. Then you need primer that's another ten bucks. Brushes, another \$10. Odds and ends another \$5-10.

The model itself costs \$21.74. Add all the other stuff up its at least fifty smackers. And then, what do I do with a finished model? Now that I sold my house and got into a coop, I really have no space to put a model. Before I moved I gave all my finished models I had in the basement,

*Cont. on p 24*

# Modeling Clinic *by Al Zygier*

*Cont. from p 23*

away to my brother-in-law.

Now all I have on my book shelves are books and porcelain statues and vases. Flower pots and family pictures so unless I want to fight with my wife I don't put tanks, planes or ships on any shelf. Period.

But that 60% off was burning a hole in my pocket. For that price I can spend some time exercising my fingers and brain power and do something I like. Did I mention I'm retired and in bad weather all I do is sit in front of the computer not doing much except reading irritating headlines and I certainly don't want to be a couch potato either so next time my wife needed something from Michaels I took her there with a light heart and went straight for the modeling shelf.

Fortunately no one bought out the two Monogram M48 A2 Patton Tanks sitting there when I first spotted them over a year ago. Both boxes were crushed but one less than the other so I picked that one and bought it for sixty percent off. Hooah!

In the mid fifties I was in the army, in fact I was in the 1st Armored Division stationed in Ft Polk, LA, after serving a year and a half in Korea.



Though I wasn't in an armored unit I had plenty of tanks around me and they were Pattons. So, I thought for old times sake, I'll build one. At some point I built almost every tank but for some reason never a Patton.

So now I was in hock for \$13.04, which wasn't too bad and as far as putting it somewhere, I didn't care. I'll build it and give it away to my

brother-in-law. To be honest, I already had a lot of tools that I kept unused for a long time in a drawer. Now all I needed basically were paints. To buy the Tamiya paints was not an option. How much paint do I need for a 1/35 scale model, a thimble full? Pointless!

I'm not going to exhibit the model so I can use any paint that will stick to plastic and to that, there are a few cheap solutions. There is a whole line of acrylic craft paint in Michaels for seventy cents each, so what do I need? Olive green. Black. Yellow. White? Put that together and it comes to \$2.40. I also decided to get a base. On sale it was three-fifty. So now my investment was for about \$19.00, plus or minus. I like my brother-in-law so it's a nice gift. He's divorced, has his own apartment with no one telling him what to do, well

*Cont. on p 25*



*Cont. from p 24*

on occasion, when he has no girl friend. I just remembered his new girlfriend just told him to repaint his apartment so I'm going to wait for a while. He changes girlfriends like I change diets.

Anyway, back to modeling. So I bring the kit home hoping there were no missing or broken parts and luckily, there weren't. Everything was packed neatly in plastic bags. Even the tracks were there unmolested. Probably many of you are familiar with this kit. Its been around, from what I read or saw on *Youtube*, from the sixties though this one I think was reissued in 2011 as that's what the copyright says on the instruction sheet. Which, by the way, is nicely done. I used to be a technical illustrator and worked on the Sikorsky helicopter tech manuals so I can appreciate well drawn illustrations.

As far as the plastic goes, that's another story. It's a bit crappy and brittle but I had no real issues except for sandpapering which left a lot of fuzz. Nevertheless mostly everything went together well except a bit of a problem with the bottom hull which some people on those *Youtube* videos also had.

When I finished the model, which took some hours-I didn't keep track, I wanted to spray it with a primer but after a lot of thinking, about 5 seconds, I didn't want to shell out another ten buck so I just washed the Model with soap and water and

splashed the paint on. Well, I used a wide brush and to my surprise the paint went on quite nicely. When it dried it looked almost like airbrushed.

I had an airbrush once but I gave the compressor to my brother-in-law. too In any case using an airbrush in an apartment without ventilation is not a bright idea.

So, the model was painted olive green. I then gave it a lighter color mixing some yellow with a bit of white on top surfaces. I'm sure I don't need to tell you that I painted a muddy color on the treads and with some silver on the metal parts.

While making the model I looked for some reference shots of the Patton, on line, and came back with some interested shots which, due to copyright restriction I don't think I can put in the newsletter, but if anyone has any interest just punch in M48 A2 Patton pics and I'm sure you'll see plenty. There was one particular pic that interested me to make my model a bit more exciting and that is a picture of the crew of a tank that tied on a poncho to the antennas or whatever and so I tried to duplicate it. Actually I wasn't sure it was a poncho, nevertheless I got a pic of one and cut it out of some tissue paper, painted it olive green and as you can see, tied it to the antennas.

I also wanted to put in a searchlight but didn't want to spend the money for a kit so I sort of made my own from an old plastic credit card.

To add some more interest I cut out some

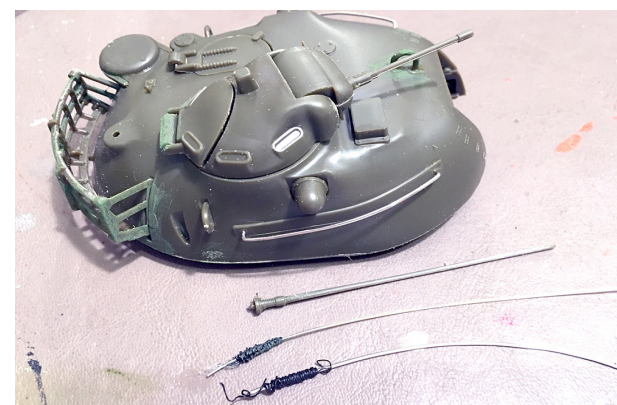
scale T-shirts, drew on some peace signs or text, *short timer*, and such. I also found some Playboy magazines and reduced them in Photoshop and placed them near the soldier in the turret I could have animated the soldier a bit more but I wasn't in the mood. Later on I added some Tamiya parts from their military miniatures equipment set as you can see. Some might recognize that those are from more modern equipment but, again, I didn't want to spend any more mula.

What I really wanted to do is have marking from the 1st Armored Division on the fenders but for some reason I couldn't find any. I still have my yearbook of the unit I was with, the 141st Signal Battalion but we had no tanks so no markings. Whatareyagonnado?

At the end I put some sand material I had from my model railroad and glued it to the base and thats, as they say in the old Warner Brothers cartoons...

"Thattttssall folks."

*Have to call my brother-in-law now...*

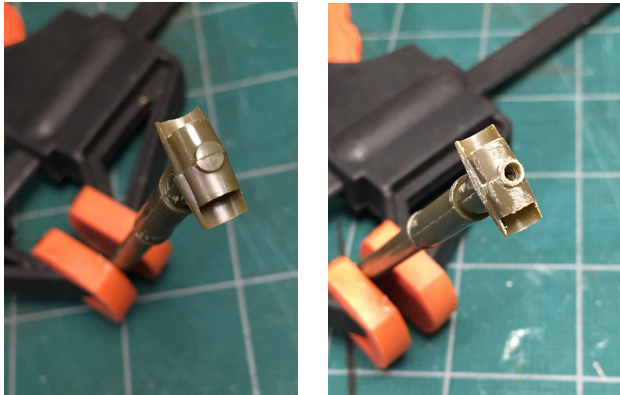


*Handmade antennas from wire and thread.*

*Cont. on p 26*

# Modeling Clinic *by Al Zygiar*

*Cont. from p 25*



*Drilling the gun tube. A real pain!*



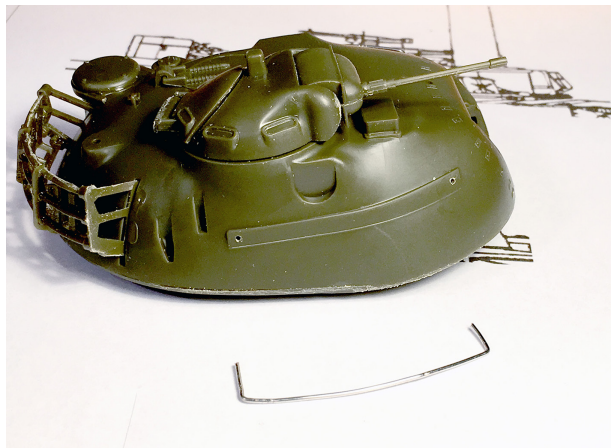
*Making dirt from a cheap pastel set.*



*Making the headlight from an old credit card.*



*Inexpensive acrylic paint*



*Turret handrails.*



*T-Shirts made from tissue paper.*

*Cont. on p 27*

# Modeling Clinic *by Al Zygier*

*Cont. from p 26*



*Some rolled canvases also made from tissue paper.*



# Show Calendar Listing for 2018

*See Bob DeMaio for details*

<b>Date/Day</b>	<b>Event &amp; Location</b>	<b>Website</b>
April 7 Sat	Mosquitocon 1 Pal Dr. Wayne, NJ	<a href="http://www.ipmsnj.org">http://www.ipmsnj.org</a>
April 27-28 Fri-Sat	2018 Noreastcon 47 Museum of American Armor Round Swamp Rd. Bethpage, NY	<a href="http://www.lisms-ipms.org">http://www.lisms-ipms.org</a>
Sept. 17 Sun	Patcon 2018 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	<a href="http://www.ipmspatriot.org">www.ipmspatriot.org</a>
Sept. 21-22 Fri-Sat	Armorcon Crown Plaza Danbury, CT 06810	<a href="http://calendar.ipmsusa3.org/event/armorcon-1">http://calendar.ipmsusa3.org/event/armorcon-1</a>
Oct. 20 Sat	HVHMG 28 Elks Lodge 29 Overocker Road Poughkeepsie, NY	<a href="http://www.hvhmg.com">http://www.hvhmg.com</a>
Nov. 11 Sun	Baycon 2018 Elks Ha 326 Farnum Pike Smithfield, RI	<a href="http://www.ipmsbaycolony.com">http://www.ipmsbaycolony.com</a>

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