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# RED, WHITE & SPRUE

Volume 25 Number 3

★ LISMS Newsletter ★

March 2018



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**Next meeting date:**  
**Monday, March 19**  
**7:30 pm to 10 pm**

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

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**Cover Model: 1/144Me 262A-1a**  
**by Steve Muth**  
**Cover Photo: by Steve Muth**

## In The Pilot Seat



We are back on track of meeting every **THIRD MONDAY** of each month. We got a lot going on! This meeting is Monday March 19. We are sticking to having a club contest! As for all new members, please consider bringing in your finished kits, even if to put on display for members to peek at. Speak to the regulars about what they think or if there are fixing suggestions. I am a lifetime model builder and I still ask others, or they just volunteer the suggestions. Sometimes I like what I hear, and sometimes not. It's your kit. Do what suits you. Just don't make faces at the guy trying to help you. No brawling necessary. LOL! We also will have more kits for sale, some I have, and some for the club treasury. I have some mags free for the asking politely and if I like you. Hahaha I also have something else for

I hope you enjoyed the raffle that Tom McCabe put on for us last month. Tom is going to be a vendor at Noreastcon with a couple of tables. In fact several club members will be selling kits. I feel living on Long Island is a curse to us model builders. I have sold out with 43 vendor tables. Just about all will be selling kits. I tried to get AK paints, Armor Farm diorama items, Arnold Bayardi who makes diorama products, and they just don't want to cross the bridges and the hotels are expensive for them. How many old kits do we want? Past feedback from modelers at our shows want new kits and items. I conveyed this to vendors

before and Gene heard me. When I go up to his tables he makes sure he points out the new kits, even though many Dragon armor kits are just re-boxing with different decals. An advance e-mail will be going out to our attending vendors to try to bring more choices than just kits.

Doug found a bunch of Make-n-Take kits in his attic last month. We don't use these for the young kids anymore so we will be having another club building contest. If I caught it right from Doug, there are two or three different aircrafts involved (1/72 scale F-14, F-16, & A-10's??). I will ask Doug to check what we have after Noreastcon. This will be done over the summer months and you will have plenty of time to participate. You may use your own decals or buy them. There might be loose details on the build, finish, decals, and spare parts box additives which can be innovative. We had some fun with the Spirit of Saint Louis planes a couple of years back. Joe Yeager swept the wings back for a different look. Yes Joe it was different!

I am still waiting on half the members to tell be when you are available to help at Noreastcon. If you don't have firm commitments yet I understand and will wait. See I can be understanding after giving you a good whipping. I also understand your times will change. Just please keep me informed. A few new members have responded already, thank you for that guys.

If anything new developes, I will send an e-mail or notify you at the meeting.

**Keep our hobby alive and well!**

*Bob*



## 1/48 Caudron C.714, Battle Axe

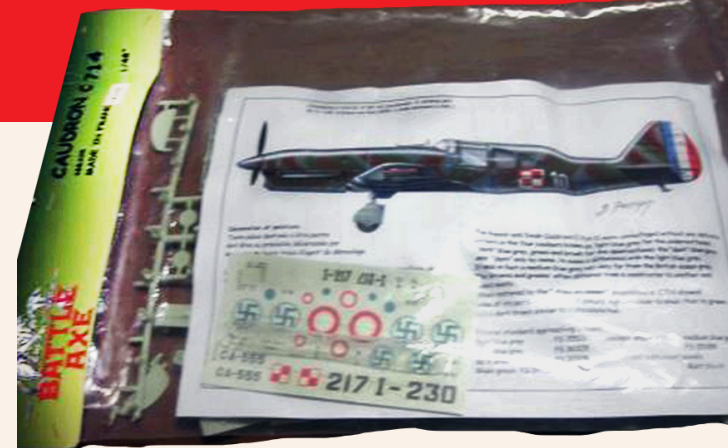
# 48BA05, \$49.00 in 2006

*The Caudron C.714 was a lightweight fighter developed by Caudron for the French Air Force in the late 1930s just prior to WWII. It saw limited production and even less operational use. 35 were assigned to the I/145, the Polish Warsaw Squadron of the Group de Chasse polonaise at Mions airfield on May 18, 1940. By May 25 they were ordered withdrawn due to poor reliability and performance. Never-the-less the Polish pilots continued to use them as there were no other aircraft for them to use and between June 8 and 11, 1940 they scored 12 confirmed victories and 3 unconfirmed victories while losing 9 in air combat and 9 on the ground. Six were supplied to Finland who also found them to be unreliable and not committed to combat. They were scrapped in December 1949 with 1 full aircraft and one fuselage preserved. The fuselage was given to the French for preservation by the Musee de L'Air.*

### The Kit

Battle Axe is one of those very small French cottage industry companies that make a very limited number of kits of narrow appeal, unlikely to be kitted by main stream manufacturers. So... it was with great surprise I was able to pick up their 1/48th Caudron C.714. It comes in a sturdy clear plastic bag with a hang tag. In the bag is a single low-pressure injection molded gray/green sprue with 45 parts, a decal sheet for 3 aircraft – a Polish, a French and a Finnish aircraft – two vacuum formed canopies, and two letter size instruction sheets printed on both sides. Instructions are in French and English and include color callouts by name and FS number. A full color profile is included with black and white drawings for markings and camouflage for the various nationalities. The French decal roundels have separate centers to eliminate registration problems.

The vacuum formed canopies are clear but have some slight ripples (sanding marks?) but the framing is good except for the windscreen that appears devoid of any framing (either that or they are so light that these old eyes just couldn't make them out). The parts on the sprue look to be good but have a satin finish and some parts are a little rough around the edges. The small parts



are decidedly blobby. The gates are reasonably small but will still provide a challenge on the small parts. There are no locating pins and sockets and no tabs either. Ejection pin marks are all in unobtrusive places. There are few panel lines since the flying surfaces were plywood covered and the fuselage was predominantly fabric covered. The panel line that are represented are rather large and deep. The fabric representation looks convincing. Cockpit and landing gear detail is decent but basic. The propeller blades and spinner are separate parts (5) without any positive alignment provisions to get the blade angles correct and consistent.

The engineering of the wings is very good. The upper and lower parts are full span to insure correct dihedral. The lower part is inserted into a recess in the bottom of the upper part which means you get very nice leading and trailing edges. Although, I suspect considerable filing and putty will be required to smooth out the resulting gap around the edge of the lower part. There are no PE or resin parts.

So... Battle Axe have provided us with a

*Cont. on p 4*




# In The Bag Kit Review *by Steve Muth*

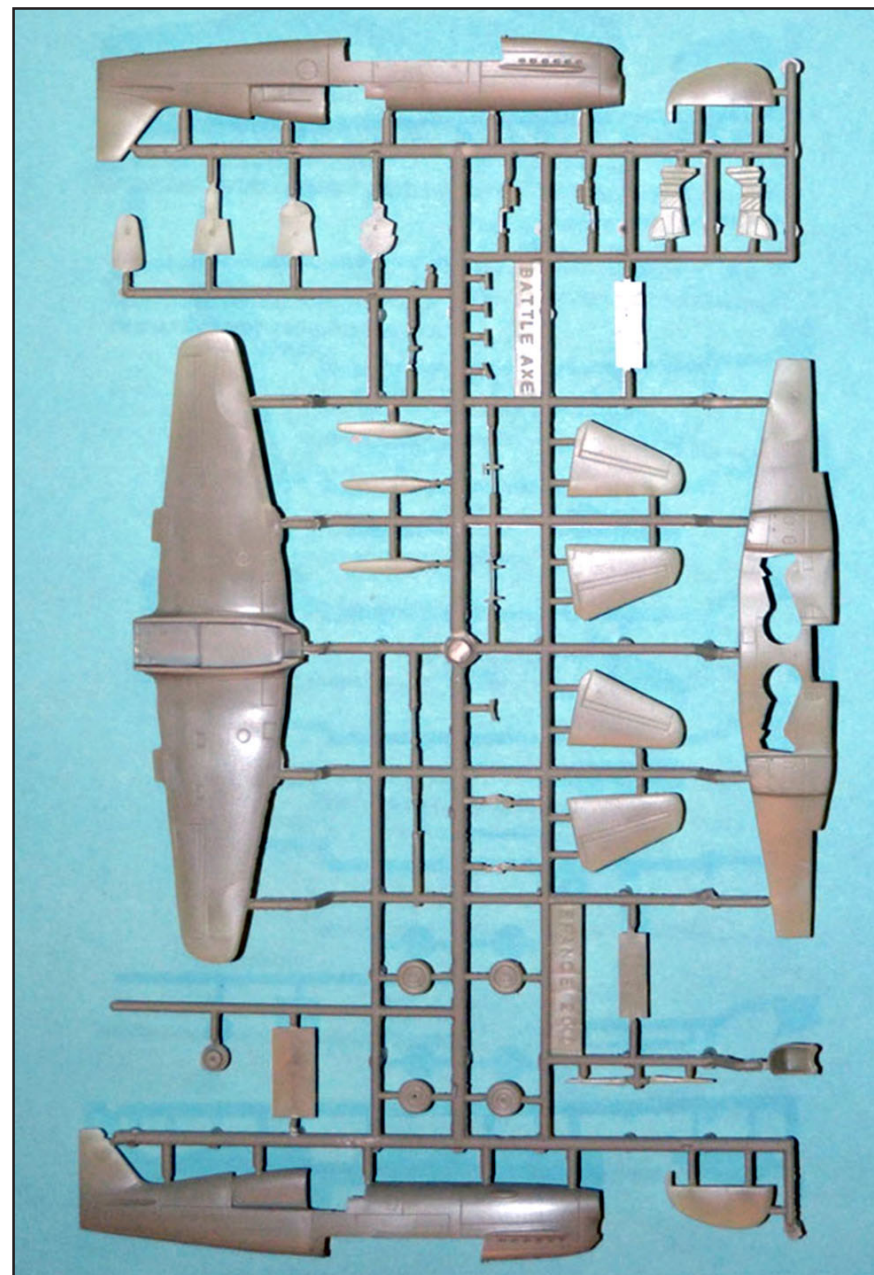
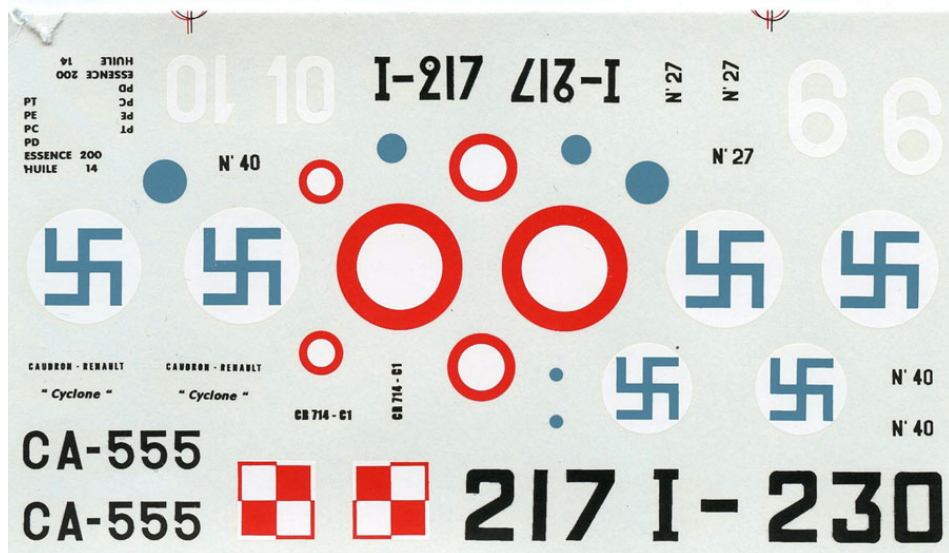
*Cont. from p 3*

1/48 kit of an obscure plane of early WWII, the Caudron C.714. It is not a kit for a beginner. It will take a fair amount of “modeling” to make a nice model and a lot of work to make a good model. It is mostly there but, as with many older cottage industry offerings, it suffers in the details.

Recommended if you have short run kit experience and want to test/exercise your “modeling” skills a bit. Or... if just have to have a C.714 in 1/48.

## Addendum:

There is one particularly good reference for the C.714. It is “GC 1/145 in France 1940” by B. Belcarz, A Blue Series Book published by Stratus in 2002. 96 pages, SC. It has 1 color 3 view and 1 line drawing 3 view plus 12 color profiles, 74 color detail photos 86 B&W photos, and innumerable tables. I Paid \$19.00 in 2002. Well worth it. 



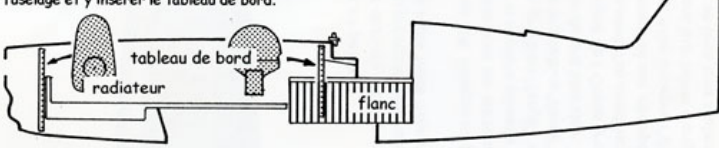


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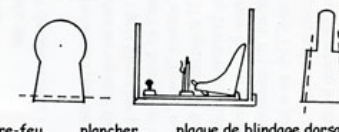
## CAUDRON C 714 C1 BATTLEAXE 1/48°

### A / FUSELAGE.

- 1 Coller la cloison radiateur dans le nez de l'un des demi-fuselages.
- 2 Dans chaque demi-fuselage, coller les flancs du poste de pilotage. (Le flanc gauche comporte le volant de trim)
- 3 Assembler le fuselage et y insérer le tableau de bord.

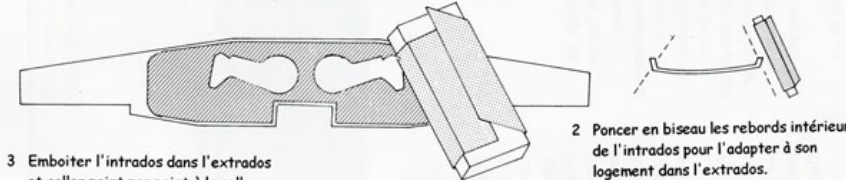


- 4 Réduire d'un millimètre la largeur de la plaque de blindage dorsale, de part et d'autre, ainsi que la hauteur de la cloison pare-feu, et les coller sur le plancher.
- 5 Sur le plancher, coller le siège pilote, et le palonnier.
- 6 Emboîter l'ensemble dans le fuselage.
- 7 Coller enfin le levier de commande des volets, le manche à balai et le collimateur interne.



### B / VOILURE .1 Ajustage de l'intrados.

Poncer à plat l'intérieur de l'intrados pour obtenir une surface lisse, des extrémités aux gondoles mitrailleuses.

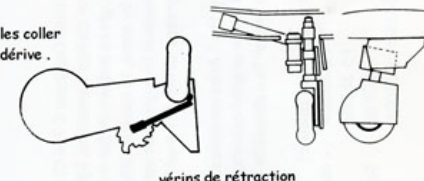


- 2 Poncer en biseau les rebords intérieurs de l'intrados pour l'adapter à son logement dans l'extrados.

- 3 Emboîter l'intrados dans l'extrados et coller point par point à la colle liquide, mastiquer et poncer le joint
- 4 Emboîter l'aile sous le fuselage, coller à la colle liquide par capillarité, mastiquer le raccord au niveau des karmans et poncer.

### C / FUSELAGE ARRIERE.

- 1 Assembler les deux demi-plans fixes droits et gauches et les coller sans dièdre dans leurs logements de part et d'autre de la dérive.
- 2 Coller ensembles les deux demi-gouvernes de direction. Les réserver pour les coller au fuselage après peinture.



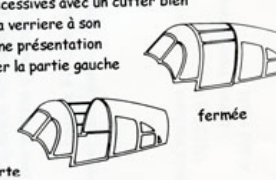
### D / ATTERISSEUR.

- 1 Coller les jambes de train dans leur logement, puis les verins de rétraction.
- 2 Supprimer la partie hachurée des trappes de train, les séparer et les coller suivant croquis.

Sous le fuselage coller la béquille arrière.


### E / VERRIERE.

Par découpes successives avec un cutter bien affûté, ajuster la verrière à son logement. Pour une présentation ouverte, découper la partie gauche suivant croquis.



### F / HELICE

Coller la casserole d'hélice sur le plateau puis les pales. Emboîter l'hélice dans le nez du fuselage lors de la finition.



## CAUDRON C 714 C1 n° 40 du Lieutenant J. KOWALSKY 6C I / 145 à Dreux en Juin 1940 (code militaire I-230)

### Décoration et peinture :

Toute pièce destinée à être peinte doit être au préalable débarrassée par lessivage de toute trace d'agent de démoulage.

Les Caudrons 714, français ou finlandais portaient un camouflage de trenc variable basé sur les teintes en vigueur dans l'armée de l'air et connues de la manière suivante : gris bleu clair pour les surfaces inférieures, gris bleu "forcé", vert et brun pour les surfaces supérieures. A noter que le gris bleu "forcé" n'était "forcé" que de nom, pour le différencier du gris bleu clair. Il s'agissait en fait d'un gris bleu moyen, pas très éloigné de l'Ocean grey britannique. Les verts et les bruns variaient souvent d'un constructeur à l'autre, indépendamment des effets de vieillissement dû aux intempéries. A l'occasion de la restauration par l'association "Ailes anciennes" d'un C 714 on a pu découvrir des parties entoilées dans leur teinte d'origine, notamment un vert beaucoup plus kaki que vert et un brun très soutenu tirant sur le chocolat.

Nota : Les antennes radio étaient rétractées au sol et sorties en vol.

### The french and finnish Caudrons C 714 C1 were camouflaged without any definite pattern in the four colours known as: light blue grey for the undersurface, "dark" blue grey, green and brown for the upper surfaces, the "dark" blue grey was "dark" only by name, to make a difference with the light blue grey. It was in fact a medium blue grey not very far from the British ocean grey. The browns and greens often differed from a constructor to another and faded easily.

When restored by the "Ailes anciennes" association, a C 714 showed some of its parts in the original colours, a green closer to khaki than to grey and a dark brown similar to a chocolate hue.

Federal standard approaching colours :	cockpit interior :	medium blue
light blue grey	FS 35526	FS 35526
dark blue grey	FS 36329	FS 36329
dark brown	FS 30108	FS 30108
Khaki green	FS 34151/FS 34098	FS 34151/FS 34098
	Boxes and instrument panels :	FS 35189
		Matt black



*J. Kowalsky*

Cont. On p 6



# In The Bad Kit Review *by Steve Muth*

Cont. from p 5

## CAUDRON C 714 C1 assembly instructions.

BATTLEAXE 1/48° scale kit.

Before assembly wash thoroughly parts to be painted, in order to remove any remaining molding agent.

### A / Fuselage.

- 1 / Glue the front bulkhead (oil radiator) in the forward part of one of the fuselage's halves.
- 2 / Glue the cockpit side panels in both half fuselages. The left one carries the trimwheel.
- 3 / Assemble now the fuselage and, from the underside, insert the instrument panel.
- 4 / The armoured bulkhead, behind the seat, is slightly too wide, with a sharp blade remove one millimeter on both sides. Repat on the cockpit front bulkhead which is one millimeter too high.
- 5 / Glue the pilot seat and the rudder bar on the floor.
- 6 / Insert the floor into the fuselage.
- 7 / In the cockpit, glue the flaps actuating lever, the control column, and the gunsight.

### B / Wing.

- 1 / Sand the inner and the lower parts of the wing to obtain a smooth and flat surface, from wingtips to the machine guns fairings.
- 2 / By carefull sanding, adapt the lower part of the wing which must fit inside the upper wing.
- 3 / Insert the lower part of the wing in the upper, and glue with small touches of liquid cement. Let dry thoroughly and fill the seam with putty.
- 4 / Insert the wing in the fuselage. The center of the wing leading edge goes into the engine's undercowling. glue the wing to the fuselage by capilarity with liquid cement . Let dry thoroughly, then fill the seam in the karmann area with putty.

### C / Rear fuselage.

- 1 / Assemble the two tailplanes and attach them , without any dihedral angle, to both fin sides.
- 2 / Assemble the rudder. If the rudder has to be painted( blue/white /red), keep it apart until final assembly.

### D / Undercarriage.

- 1 / Glue the undercarriage legs into the wheel-wells holes and then the retraction jacks.
- 2 / Discard the splintered part of the undercarriage doors. Cut the remaining in three, and glue them as shown on drawings.
- 3 / Glue the tailskid under the rear fuselage, .

### E / Canopy.

- 1 / With a sharp blade, trim the canopy to adapt it on the fuselage. For an open canopy remove the left and upper parts of the central canopy as shown on drawings.

### F / Miscellaneous.

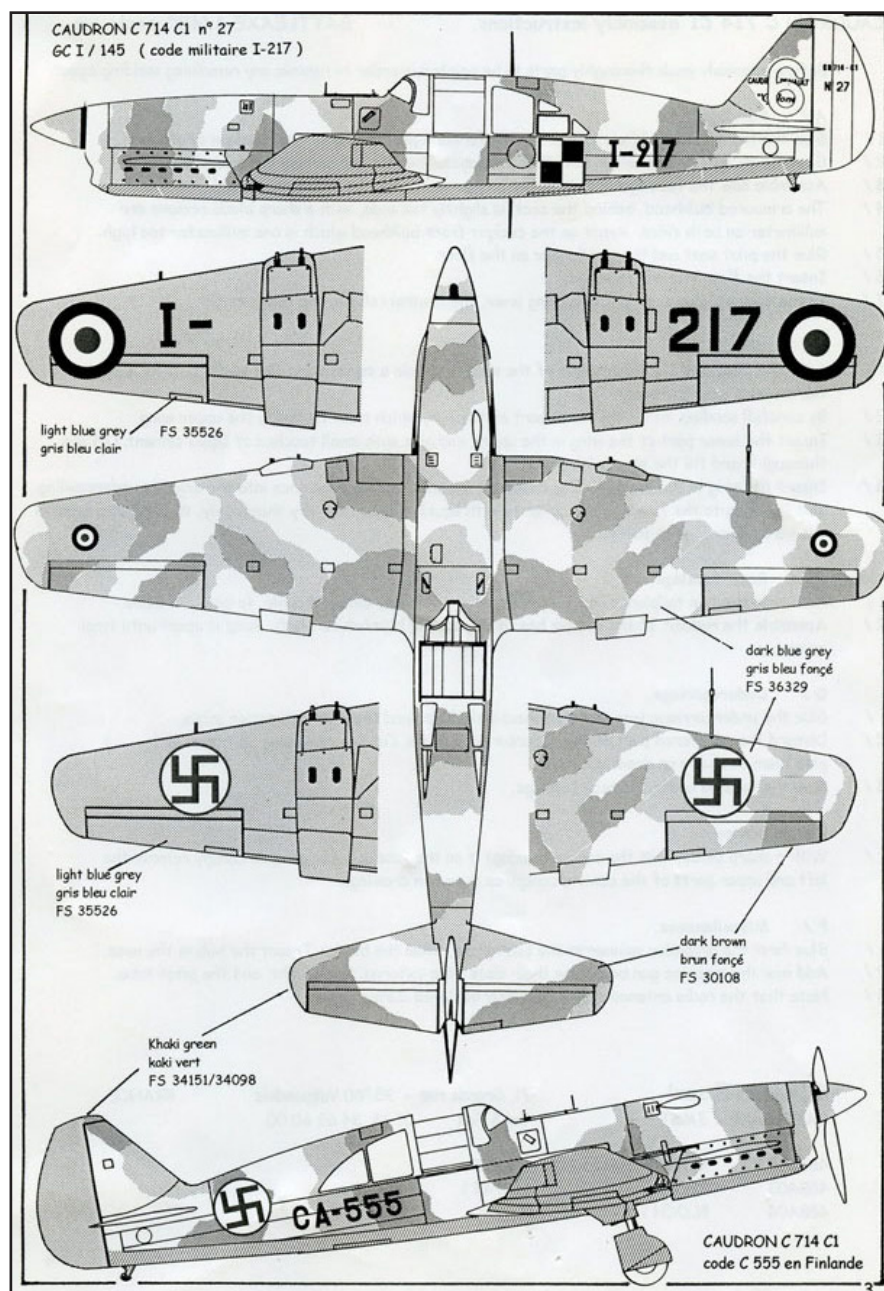
- 1 / Glue first the propeller spinner to the back plate, then the blades. Insert the hub in the nose.
- 2 / Add now the machine gun barrels in their slots , the external front sight, and the pitot tube.
- 3 / Note that the radio antenna masts were only deployed during flight .

**SOCRATE sarl**  
BATTLEAXE / JMGT

71, Grande rue - 95760 Valmondois  
Tel & Fax 01 33 34 69 60 00

FRANCE

48BA02 MORANE SAULNIER MS 225  
48BA03 BEECHCRAFT 18 (UC 45)





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

Continued from February issue of “Red, White, and Sprue” where we discussed the external colors of the Me 262B-1a/U1 night fighters. Here we will discuss the internal colors – the cockpits, wheel wells and gun bay of Red 8.

### Cockpit

The cockpits were overall RLM 66 black gray except for the seat frames and equipment brackets between the seats which were dark green. The front cockpit was essentially the same as in the day fighter Me 262A-1a. See Figure 1 through 7. It may be that the dark green mentioned was a dark green primer used a lot by Messerschmitt at this time. This color apparently was not carefully controlled, much like zinc chromate color was not controlled in the US.

### Nose landing gear

Nose landing gear strut, covers and wheel were painted dull black like the undersurfaces of the aircraft. These appear to be recently painted on the South African plane and may or may not have been the actual color but rather may have been the standard RLM 02. Since the nose gear was notoriously weak they were probably

replaced at various times with standard units which were RLM 02. The hydraulic retracting strut may be a light green, presumably a primer. That is the color seen on the Deutsches Museum’s unrestored nose wheel retracting strut. The wheel well was/is RLM 02 as seen under the red preservative still there. An analysis of period photos of various Me 262B-1a/U1s reveals they were a very dark color, so they were probably black when built. *See Figures 8 and 9.*

### Main landing gear

The main landing gear and wells are where it gets interesting. The struts, covers and wheels were dull black, the same as the nose landing gear and aircraft undersurfaces (also probably repainted here). The cockpit tub, visible from the wheel well, is natural aluminum. The wing spar structure appears to be a mix of various metals including steel. They may or may not have been given a coat of clear for protection. The fuselage interior and strut wells are also aluminum. What is unusual, is that the fuselage interior itself, in the area of the cockpit tub, is dull black on the starboard side and natural aluminum on the port side. *See Figures 10 through 12*

### Gun Bay

The gun bay is the same as the Me 262A. Indeed, the whole nose is the same except for the addition of the radar equipment and a wooden nose

cone with its gun camera deleted. See Figures 13 through 15 and 17. The aft firewall/bulkhead is natural aluminum while the front bulkhead appears to be RLM 02. The shell feed chutes were steel painted black while the shell ejection chutes, also steel, were probably the same but early photos show them to be lightly rusted indicating they may have been unpainted. They are now painted gray. Early period photos show them both to be painted black. The wheel well tunnel between the guns is also natural aluminum. The floor of the gun bay is too dirty to discern what color it was. My guess is that it is natural aluminum based on photos on page 85 of the Polish AJ Press Aircraft Monograph 9 “Me 262 Schwalbe Pt 2” by Fleischer and Rys and other published photos.

So... there we have it. A lot of very ambiguous information based on one aircraft. It is worth noting that a careful analysis of the four aircraft photographed in Germany seems to indicate the nose gear at least were a very dark color and definitely not RLM 02.

*All photos courtesy of Mr. Charles Hugo*

*Cont. on p 8*



# Camouflage and Markings – Pt 2 *by Steve Muth*

*Cont. from p 8*



*Figure 1 – The front cockpit of Red 8 looking forward. The main color is RLM 66. Instrument faces are black, and the control column boot is khaki. The flight instrument sub panel appears to be a different gray than the main instrument panel but that may be because they were manufactured by different facilities or the paint just faded or aged differently.*

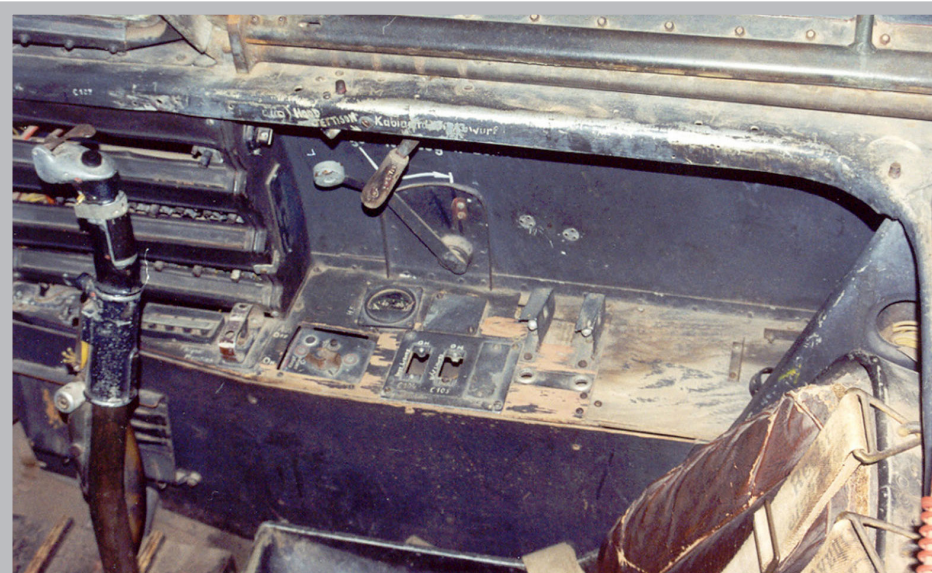


*Figure 2 - The port side of the front cockpit reveals the extensive use of wood in the side consoles and floor.*



# Camouflage and Markings – Pt 2 *by Steve Muth*

*Cont. from p 8*



*Figure 3 - The starboard side of the front cockpit further illustrates the use of wood in the cockpit.*



*Figure 4 - The front seat has brown leather seat back cushion with khaki seat belts which are probably not the original German belts.*

*Cont. on p 10*



# Camouflage and Markings – Pt 2 *by Steve Muth*

Cont. from p 9



**Figure 5** - The rear seat instrument panel contained the radar displays. As seen here they are British equivalents. There are subtle differences with the German instruments which can be seen on pages 178 -180 of the Kagero book "Messerschmitt Me 262 Schwalbe" by Murawski and Rys. The panel is shown in the stowed position. In operation it was rotated up to be horizontal.



**Figure 6** - Here is the starboard console of the rear seat position. Again, wood was extensively used.



**Figure 7** - Here is the port console of the rear seat.



**Figure 8** - The fuselage interior seen in the port main landing gear well is painted black. Various parts of the wheel well in the wing are various shades of natural metal from aluminum to steel.

Cont. on p 11

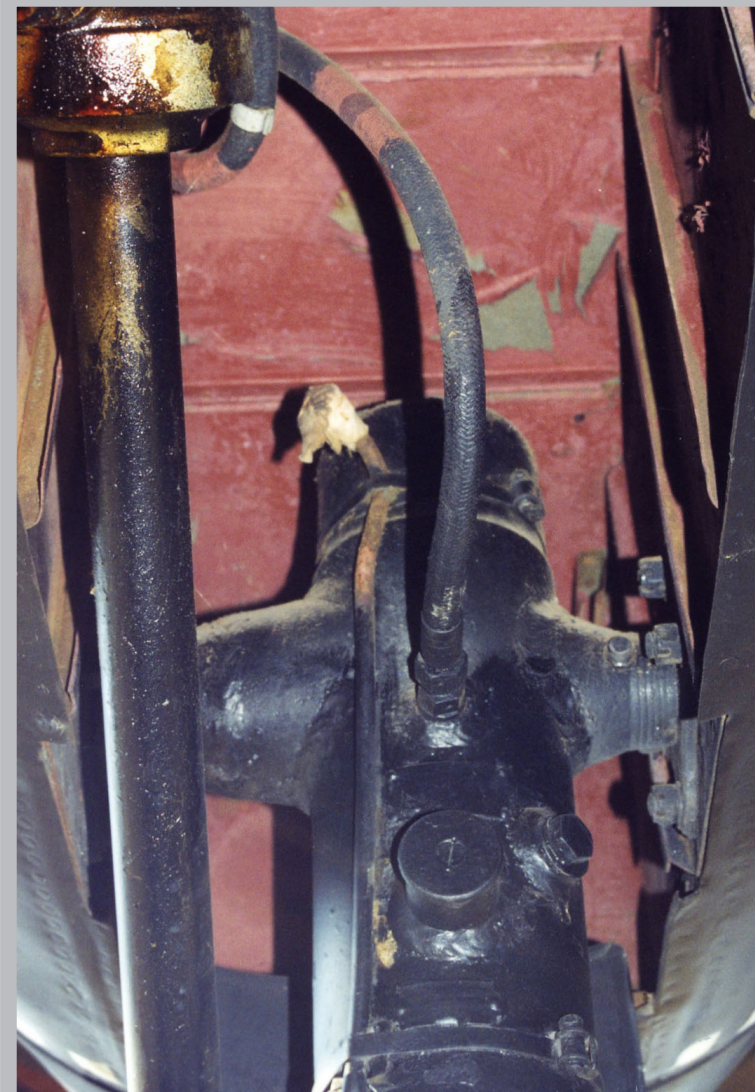


# Camouflage and Markings – Pt 2 *by Steve Muth*

*Cont. from p 10*



*Figure 9 - The nose gear appears to have been painted black. It does not appear to be original paint. However, an analysis of period photos shows the nose gear legs of the captured B-1a/U1s were painted a very dark color, probably black RLM 22. Note the ribbed tire tread pattern.*



*Figure 10 - Although the nose wheel well appears to be red, this is a preservative applied for the ocean voyage to South Africa and the real color RLM 02 can be seen on the roof where the material is peeling away.*

*Cont. on p 12*

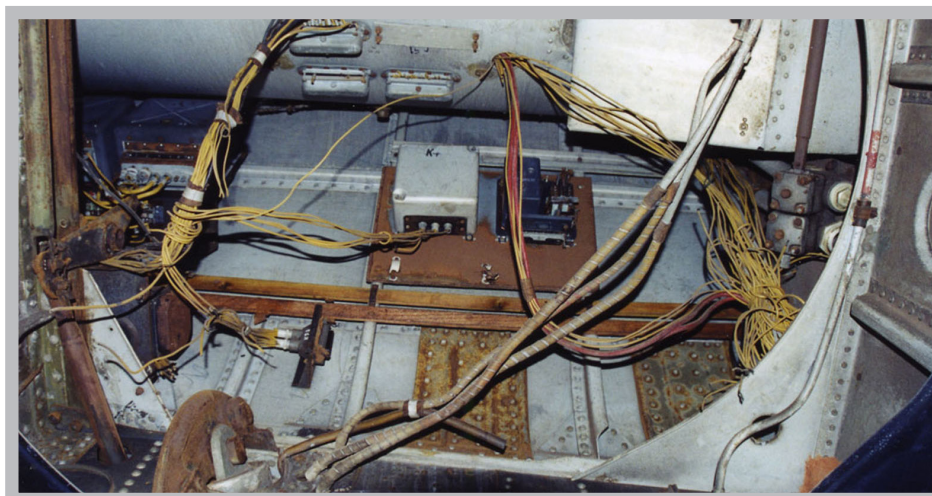


# Camouflage and Markings – Pt 2 *by Steve Muth*

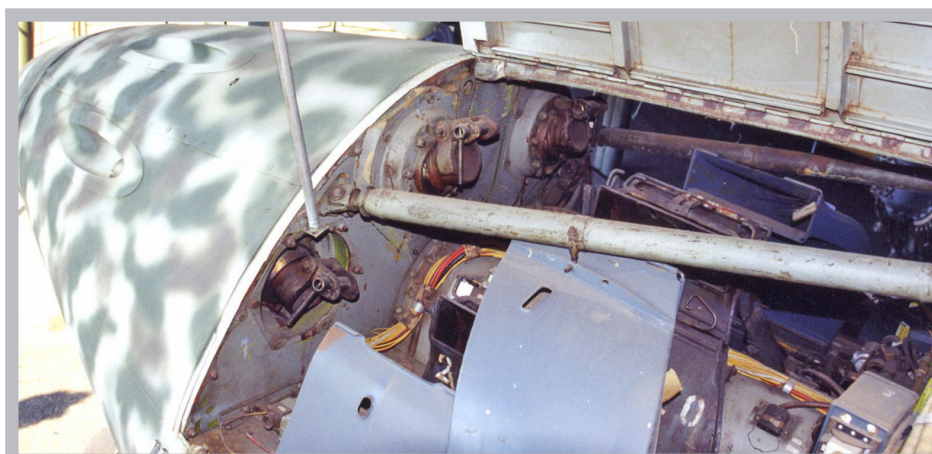
*Cont. from p 11*



*Figure 11 - The port main landing gear viewed from the front. This, also, appears to have been freshly painted black along with well covers interior. Note the tire tread pattern.*



*Figure 12 - The fuselage interior seen in the starboard main landing gear well is unpainted. Various parts of the wheel well in the wing are various shades of natural metal from aluminum to steel.*



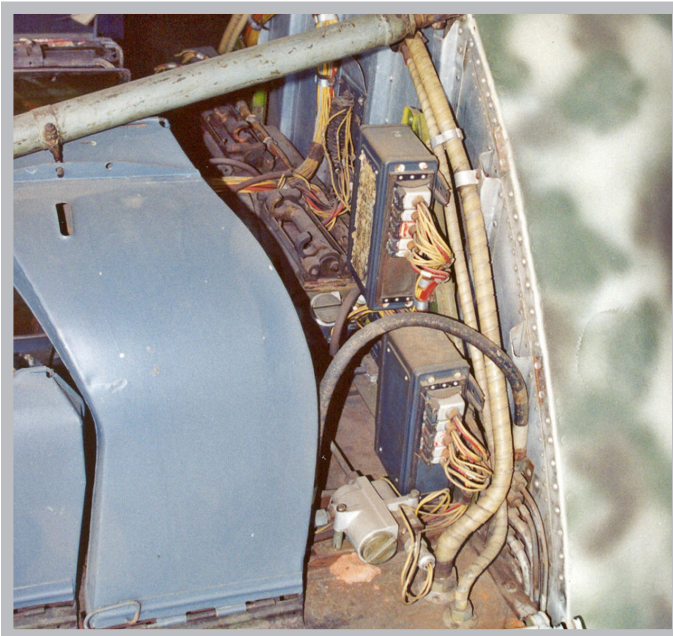
*Figure 13 - This is an interesting shot of the gun bay. The forward bulkhead and support rods are painted RLM 02 while the gun barrel supports have rusty steel inserts. The shell ejection chutes are freshly painted gray. The shell feed chutes seen behind the ejection chutes are black and in original paint and still retaining some stenciling. The natural aluminum tunnel in the center of the bay is the nose landing gear well.*

*Cont. on p 13*



# Camouflage and Markings – Pt 2 *by Steve Muth*

Cont. from p 12



*Figure 14 - The aft bulkhead of the gun bay is natural aluminum. The floor of the bay appears to be wood but other photos in various books show it to be unpainted aluminum. Again, the shell ejection chutes are painted gray, but it is likely they were unpainted steel as seen in Figure 16.*



*Figure 16- Starboard side view of the gun bay revealing the rusty shell ejection chutes still with some residual stenciling.*



*Figure 15- The gun bay cover interior was painted RLM 02 with considerable RLM 76 overspray around the edges.*



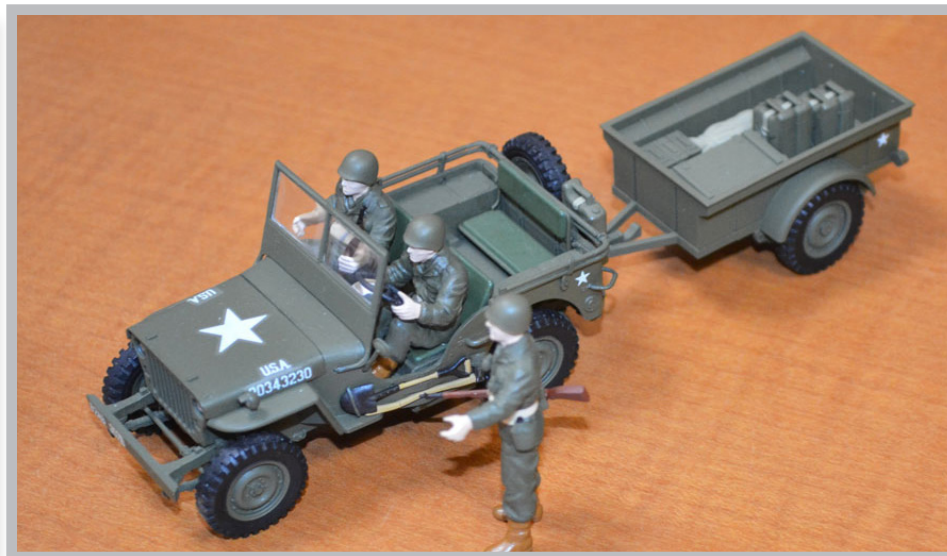
*Figure 17- One of the fuel fillers was just behind the radar operator's position off set to port. The kerosene smell must have been very bad.*



# Seen On The Table 2-12-2018 by Steve Muth

Well, we seem to have filled the room! Plus, there were 19 models on the table this time and they were all very nice indeed. There were 8 aircraft, 9 Armor, and 2 cars. YHAOS was so caught up in the raffle that I did not get

to make notes on who made what. So... some pieces are naked without captions.

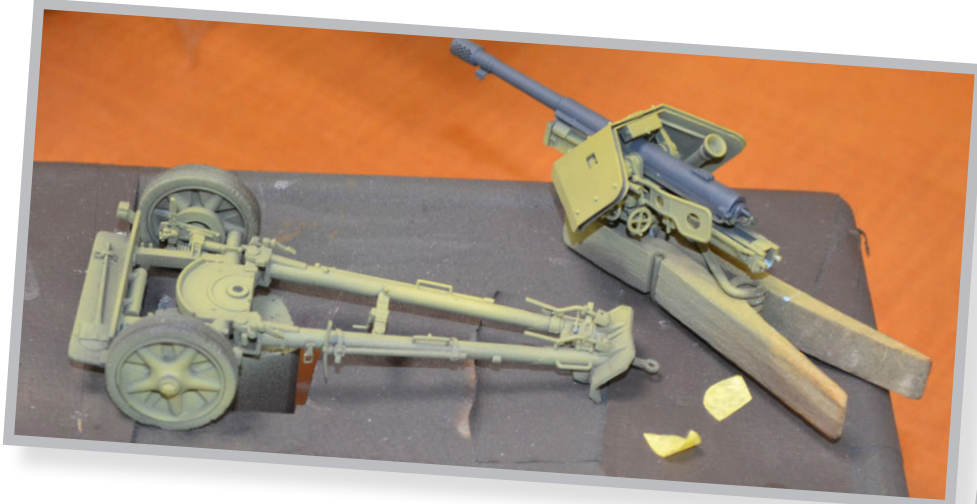


Cont. on p 15



# Seen On The Table 2-12-2018 by Steve Muth

Cont. from p 14



1/72 P-64 by Ray O'Neill.



1/35 gun and carriage work in process by Steve Andreano.

Cont. on p 16



*Cont. from p 15*



*1/72 XP-50 by Ray O'Neill.*



*Cont. on p 17*



# Seen On The Table 2-12-2018 by Steve Muth

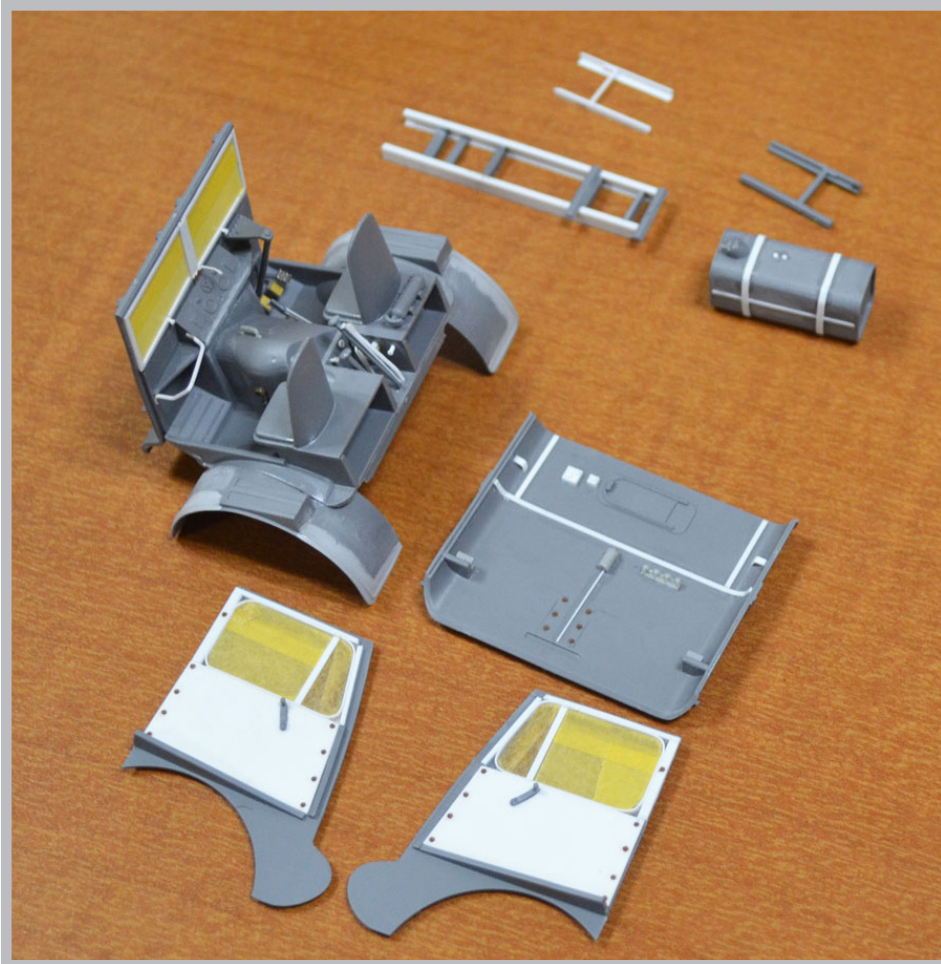
Cont. from p 16



Cont. on p 18



*Cont. from p 17*



*1/24 Austin Healey Bug Eyed Sprite in work by Jim Boulukos.*



# 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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### Trainville Hobby Depot

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