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RED, WHITE & SPRUE

Volume 25 Number 7

★ LISMS Newsletter ★

July 2018



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Next meeting date:
Monday, July 16
7:30 pm to 10 pm

Levittown Public Library
1 Bluegrass Lane, Levittown, NY

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Cover Model: 1/48 Spitfire
By Al Zygier
Cover Photo: by Al Zygier

In The Pilot Seat



*I wish to thank Jim for his enlightened clinic on the use of modeling tools. I picked up a couple of new items that I want to try, problem is I forgot what they were. Haha!!!! Our next meeting is Monday the 16th. I am going to dig into some spare parts boxes, paint and gloss coat some pieces so **I can actually show you how I apply my decals.** Yes I use the potent Solva-set liquid. Jim spoke about thin and thick decal applications. It's July and the attendance might be light if members are on vacation out of town. I have noticed more kits up for sale by members. Seems to have a good impact on members buying items. Also bringing in models for display is always welcome. Continue the enjoyment of the club! Please remember to suggest what you would like to see for demos. For those of you who left their sweatshirts/jackets at our show, can you make an effort to get to the meeting and pick them up? I thought about giving them to a clothing drive.*

We still have more 1/72 scale jets to build for a Showoff showdown in the Fall. Please consider building one and let's have some fun. This is not meant to be a serious build. Take out some spare parts you have and be creative! Take a look at what I did here for a retiring Aerodynamics Engineer in Fairchild Republic. Yes those F-14 wings fold back back?



I wish to thank Jim for his enlightened clinic on the use of modeling tools. I picked up a couple of new items that I want to try, problem is I forgot what they were. Haha!!!! Our next

I wish to announce that Owen Frances will be joining the LISMS Board Members. He has been a great help at Noreast-con and offered many times to help out. He was so intent to join us I had to say yes. He is bigger than me. Welcome aboard.

It appears that we will be printing up more club shirts but the Board Members have to bring this up to a vote at the next board meeting. We will print sizes we ran out of, large and extra large and will be a black shirt color.



Must I mention dues? I'm sure we have members who neglected to pay so

here is another warning..... The Stormtroopers are gathering to raid your neighborhood, pull you out and recruit you into the dark side. Our hobby is the dark side. Ok recruit you into the Darker Side. LOL! If you have bucks for the hobby, you can certainly afford \$15.00 for our wonderful one year membership. If you cannot attend the meeting to pay, you can send it in with another member, or pay thru Paypal at payments@lisms.org, or send an e-mail to Doug at dtantill@optonline.net for his home address.

If I do not see you over the summer, please enjoy it and keep building all those wonderful kits you have stashed away.

**Keep our hobby alive
and well!**

Bob



1/48 Conquest 1/American Jet Bearcat Racers

HPM #4805/4806


Darryl Greenamyer's Conquest 1 was the first heavily modified fighter to race in the unlimited class at Reno. It was very successful having been national champion in 1965, '66, '67, '68, '69 and '71 in addition to setting the world speed record for piston engine aircraft in 1969 at 483.041mph. Conquest 1 started life as a F8F-2 Bearcat that used the P&W R-2800 modified to put out about 3,000 hp. Nitromethane was added to the water-alcohol anti detonation additive for the record runs. Manifold pressure was around 75psi at 3,000 rpm. All unnecessary electrical wiring and hydraulics were removed to save weight and the airframe was cleaned up to reduce drag. The leading-edge openings were faired over, the ducting removed, and the oil coolers were replaced with an evaporative cooling system. Previously, the wings were clipped 3.5 ft on each side, a 13.5 ft diameter propeller from a Skyraider was fitted and a P-51H spinner was utilized and special shock mounts were used for the engine. Estimated take-off weight was about 7,750 lb. including fuel and the water alcohol mixture. The red Race 1 was added for

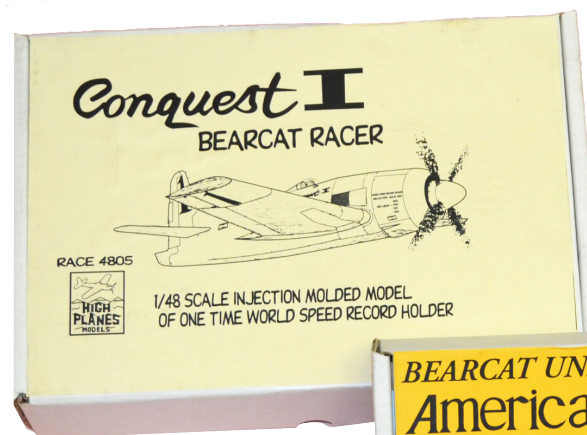
the subsequent Reno Races. They were apparently not on the plane during the record runs, however, the Conquest 1 lettering on the fuselage was. The Conquest 1 was the winningest unlimited of the era.

The Kit

These kits are full cottage industry multi-media kits and are identical apart from the decals and marking instructions. Packaged in an extremely sturdy corrugated top opening box, they each contain 36 blue plastic parts, a vacuum-formed canopy, 2 metal landing gear legs, a decal sheet and a 2-page instruction sheet. The instruction sheet is very rudimentary with one exploded view and call-out for the colors in very generic terms. I.e. black, red gray etc. The mold shapes look good with suitably petite recessed panel lines on the fuselage halves, wings and rudder but the edges and wheel well openings are a bit rough. The parts are bagged with the metal parts and canopy in a separate bag. Cockpit detail looks basic but when the very small canopy is on you will not be able to see much. As you might expect there are no locating pins and receptacles, so it would probably be best to plan on pinning the wings and tail pieces to the fuselage. The wheel

wells have details in the strut part but nothing in the fuselage wells. This is not the problem you might think because almost all the photos I have seen have the inner well doors retracted. The decal appears to have good registration in both kits. Personally, I like to see kits of unusual subject reissued with alternate markings like this. On the other hand, I am not a fan of metal parts unless the added strength is needed. When I build this kit, I will probably substitute the Testors or Hobby Craft landing gear.

So... if you are not put off by lack of locating pins, metal parts, and vacuum-formed canopies you will like this kit. It is really for hairy chested modelers of the days of yore! All kidding aside, it is all there to make an excellent addition to your shelf. It will take a little work but not too much because it is a rather small model. Recommended with the above caveats. 

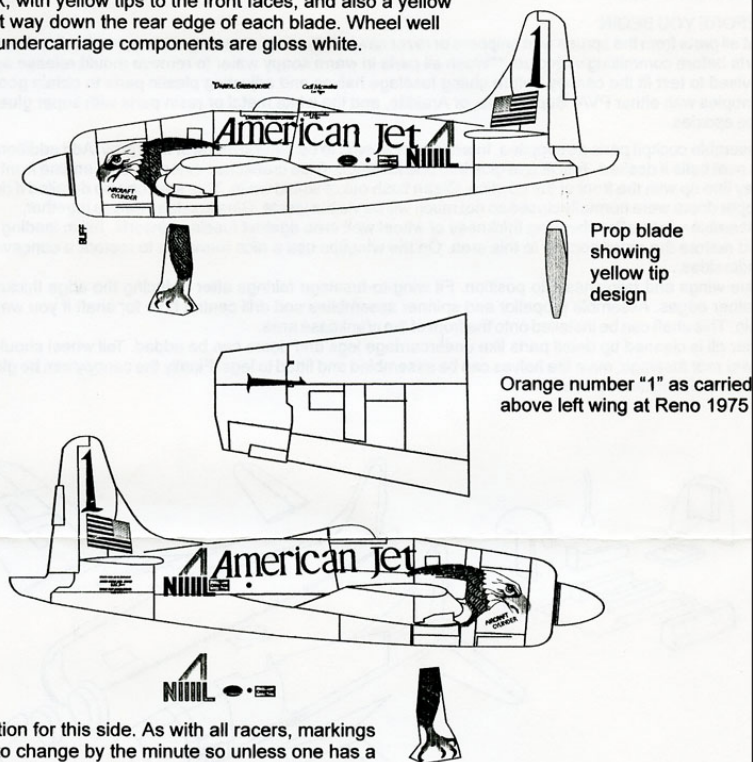


Cont. on p 4

In The box Kit Review Comparison *by Steve Muth*

Cont. from p 3

American Jet as she appeared at Reno 1975. Color is overall gloss Yellow. Spinner is polished natural metal. Prop blades are orange front and back, with yellow tips to the front faces, and also a yellow extension part way down the rear edge of each blade. Wheel well interiors and undercarriage components are gloss white.



Decal option for this side. As with all racers, markings seemed to change by the minute so unless one has a walk around photographic record (taken at the same time) I would not be too certain about what sponsors logos etc were carried with any others.

HIGH PLANES MODELS,
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Web Page - <http://corryong.albury.net.au/~hiplanes>

Having bought this model you should also consider the IPMS Special Interest Group devoted to racers. Well recommended, the BENT THROTTLES magazine contains good reviews and race info. 10 Pounds or equivalent for 15 months. Contact Anders Bruun at Bradstuvpaven 21, SE-129 39 Hagersten, Sweden. Email - anders.bruun@telia.com

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CONQUEST 1 BEARCAT UNLIMITED RACER

Race No 4805



BEFORE YOU BEGIN:

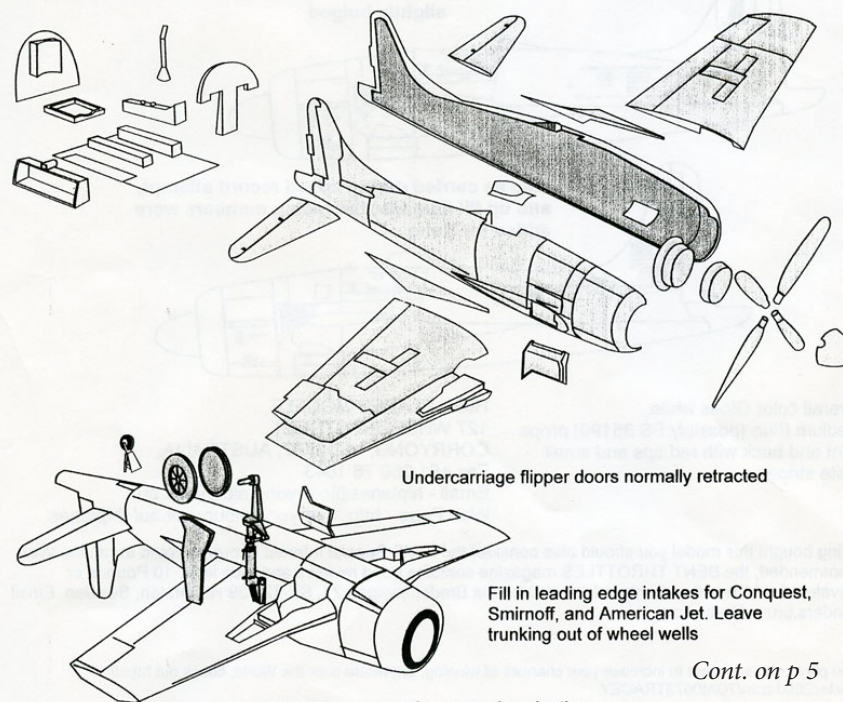
Cut all parts from the sprues with snippers or razor saw. **Clean up all mating surfaces with a flat file and test fit all parts before committing with glue. **Wash all parts in warm soapy water to remove mould release agent. ** It is advised to test fit the canopy before gluing fuselage halves and adjusting plastic parts to obtain good fit **Glue canopies with either PVA, Super Glue, or Araldite, and the white metal or resin parts with super glue or Araldite type epoxies.

Assemble cockpit parts as supplied. Interior color seems to be natural metal or light grey. Add additional detail such as seat belts if desired. Test fit and glue into one fuselage. Glue crankcase extender onto engine front and install so they line up with the front of the cowl. Clean flash out of wheel wells. This area can be detailed if desired but the flipper doors were normally closed so not much will be visible inside. Glue fuselage halves together.

Assemble wings after checking thickness of wheel well area against fuselage inserts. Fill in leading edge intakes and restore the airfoil section to this area. On the wingtips use a nice round file to restore a concave curve to the undersides..

Glue wings and tailplanes into position. Fit wing-to-fuselage fairings after reducing the edge thickness' down to feather edges. Assemble propeller and spinner assemblies and drill central hole for shaft if you want the prop to spin. This shaft can be installed onto the front of the crankcase area.

After all is cleaned up detail parts like undercarriage legs and doors can be added. Tail wheel should slot into the lower rear fuselage, main tire halves can be assembled and fitted to legs. Finally the canopy can be glued into place before painting takes place.



Undercarriage flipper doors normally retracted

Fill in leading edge intakes for Conquest, Smirnoff, and American Jet. Leave trunking out of wheel wells

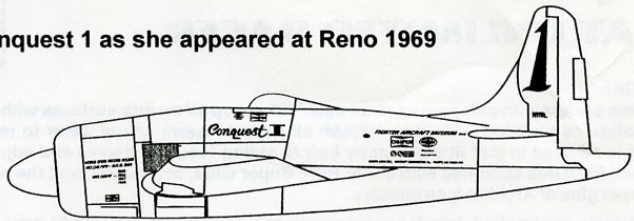
Cont. on p 5

File a smooth concave surface onto the wingtips


In The box Kit Review Comparison *by Steve Muth*

Cont. from p 4

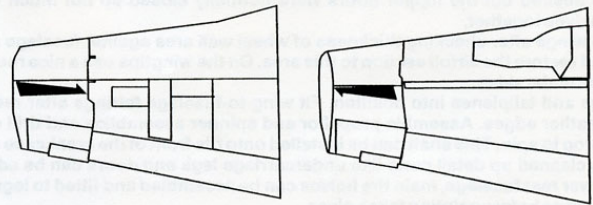
Conquest 1 as she appeared at Reno 1969



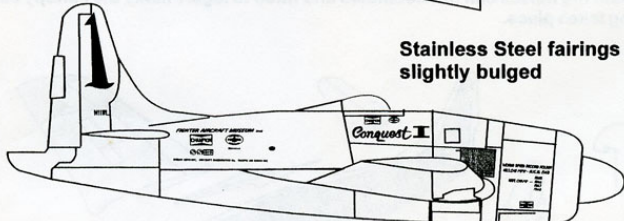
Red number "1"s as carried above left and below right wings at Reno 1969



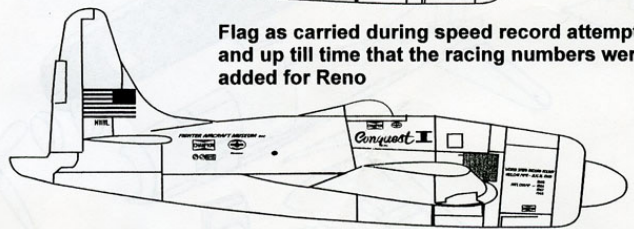
Markings carried on gear doors



Stainless Steel fairings over exhaust outlet, slightly bulged



Flag as carried during speed record attempt, and up till time that the racing numbers were added for Reno

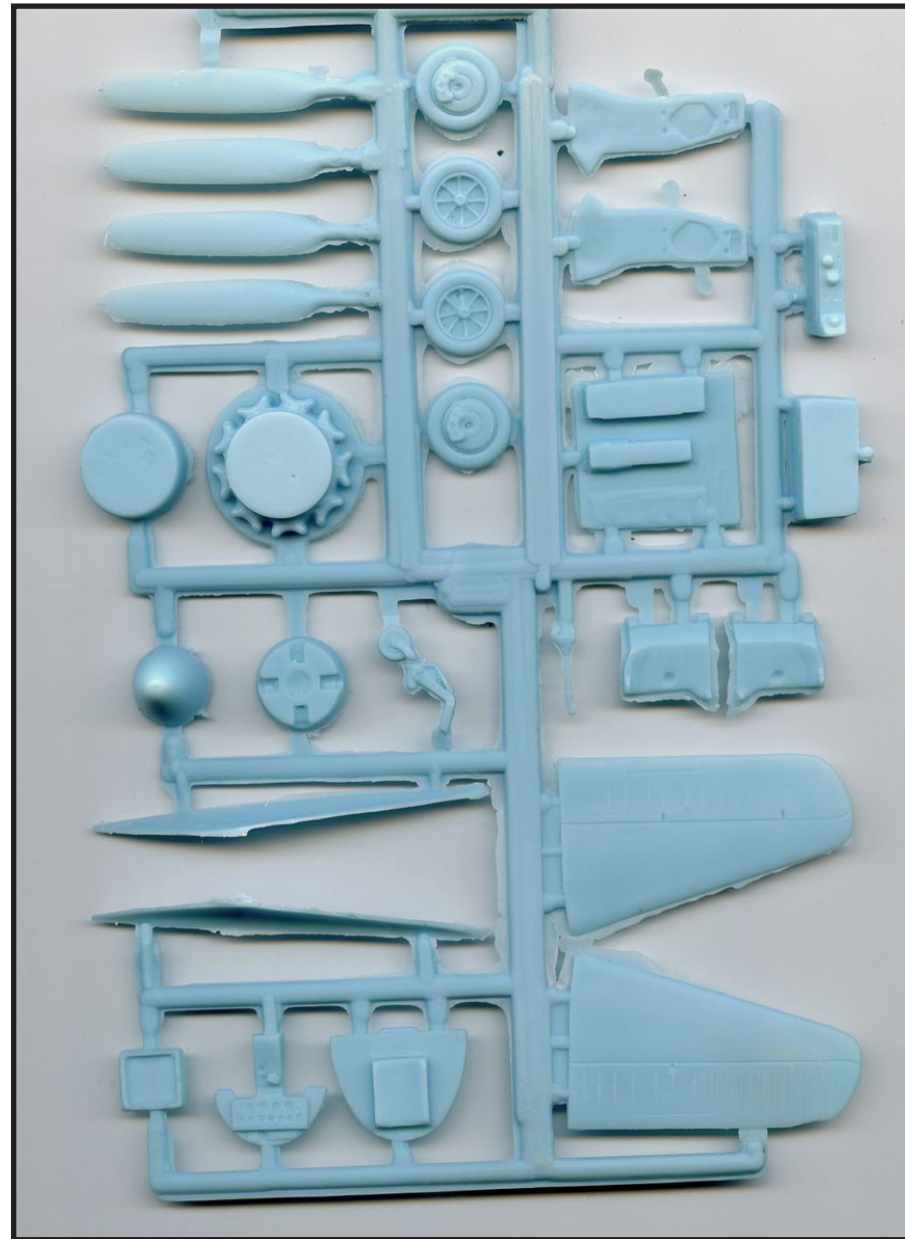


Overall color Gloss white.
Medium Blue (possibly FS 35190) props
front and back with red tips and small
white stripes

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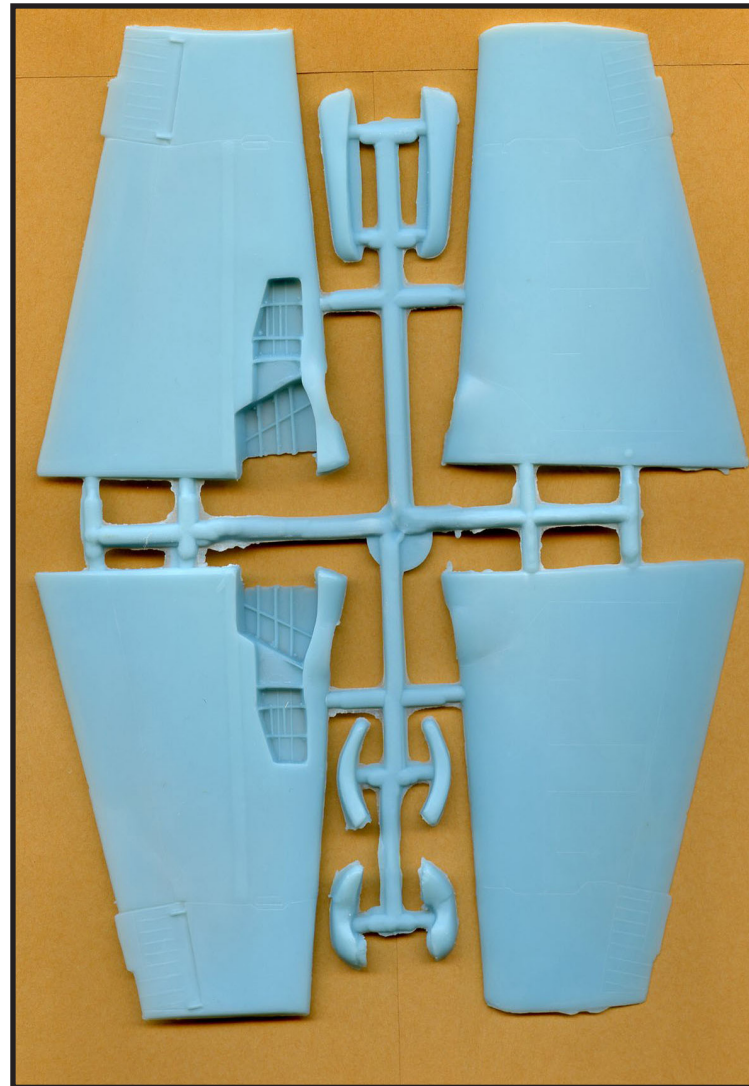
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Cont. on p 6

In The box Kit Review Comparison *by Steve Muth*

Cont. from p 5



To go with this months kit review of the High Planes Models Conquest 1 here are few photos from the archives. Some are pre record run and others post record run; plus a few of its contemporaries. It is difficult to say what the markings were at the time of the record flights. Specifically, was the American flag on the aircraft? Were the crew names on the landing gear covers? Were all the logos on the fuselage? Was Conquest 1 on the Fuselage? The author has been unable to answer these questions with any certainty. At this point all that is clear is the red Race 1 was probably on the aircraft.

It should be noted that all electrical and hydraulic lines, except those absolutely necessary, were removed. Presumably this means the Instrument panel was minimal and all but the brake lines were removed from the wheel wells. The landing gears were blown up by compressed air (a one shot affair) and dropped by gravity.



Left front view on flat bed trailer apparently being taken into a hanger. This is the last paint job worn by Conquest 1. Note the wheels are silver, the landing gear struts are light gray, the wheel wells are a very dark color. NASM photo WEB10447-2005_640

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Photo Essay *by Steve Muth*

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Here you can see the propeller is brown with yellow tips. Maybe this is how Conquest was marked for the actual record run. NASM A19770989000CP03.

Cont. on p 9

Cont. from p 8



Conquest 1 as it appeared at Reno in 1968. There do not appear to be any logos, crew names, flag or Conquest 1 markings; only Red 1 and the Reg. No. N1111L in red. Wheels and struts appear to be silver and the propeller to be dark blue. This may be how Conquest 1 was marked during the actual record runs. Photographer unknown.

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Photo Essay *by Steve Muth*

Cont. from p 9



Conquest 1 as it appeared at Van Nuys in 1966. The trim is blue as is the propeller. Photo by Dave Musikoff.

Cont. on p 11

Photo Essay *by Steve Muth*

Cont. from p 10



Also at Van Nuys in 1966 landing. Photo by Dave Musikoff.

Cont. on p 12

Photo Essay *by Steve Muth*

Cont. from p 11



Lyle Sheltons Race 77 at Van Nuys on 8/30/73. Note the racing canopy. Photo by Dave Musikoff.

Cont. on p 13

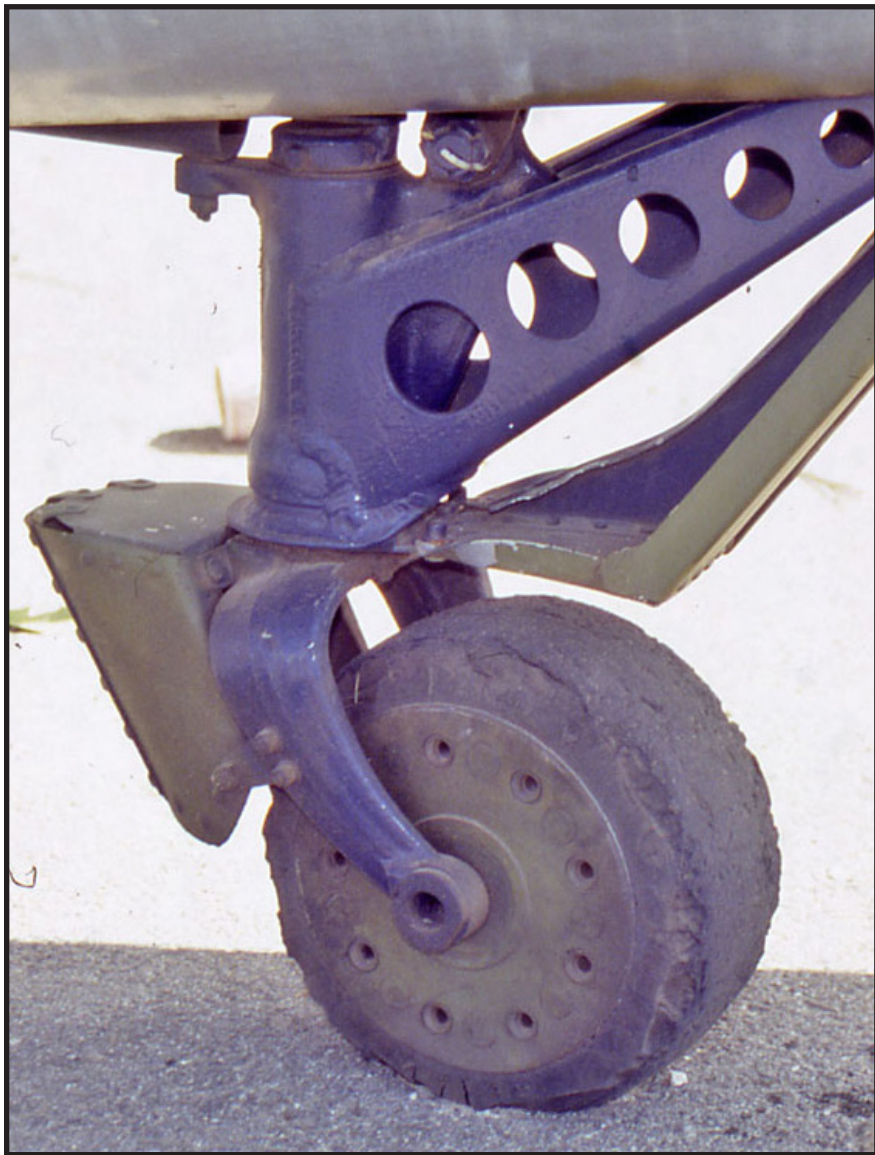
Cont. from p 12



The same race 77 of Lyle Shelton at Cape May, NJ with a pale yellow and dark blue color scheme. Photo by Lynn McDonald. Registration was N777L.

Cont. on p 14

Cont. from p 13



Detail shot of the tail wheel of a standard F8F. It appears that the tail wheel of Conquest 1 was the same. (ie a solid rubber tire)



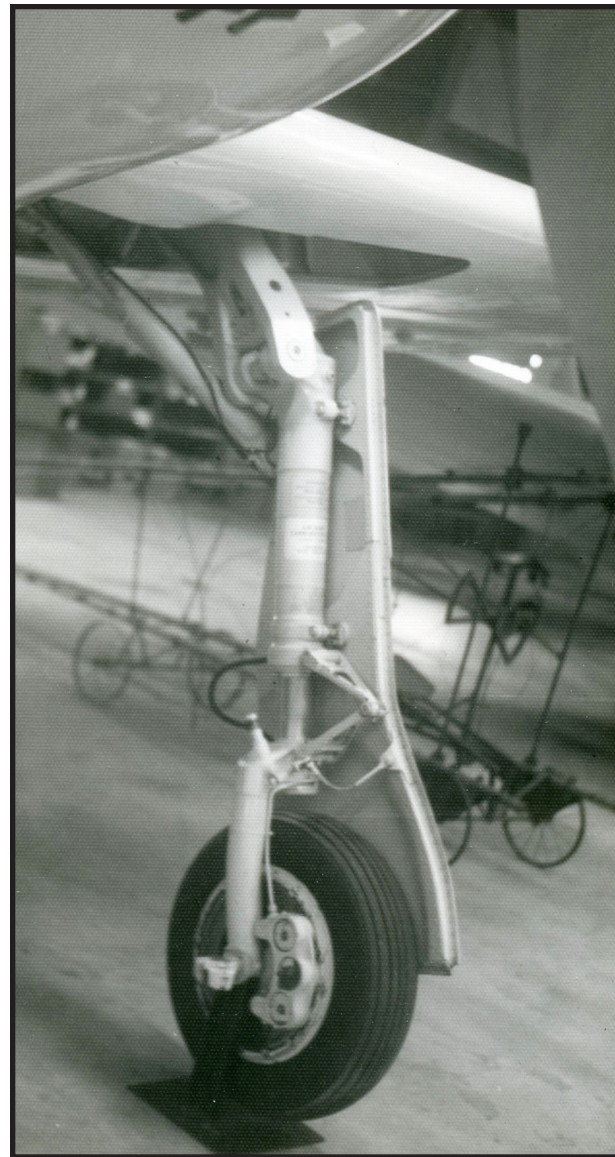
Detail shot of the Planes of Fame standard F8F. Conquest 1 was the same except the hydraulic plumbing was removed (except for the brakes) and the gear was retracted by single shot of compressed air and dropped by gravity. Therefore, the links were probably slightly different.

Cont. on p 15

Cont. from p 14



Detail shot of the left main landing gear of a standard F8F. Inboard front view. American Jet/Conquest 1 left main landing gear inboard front for comparison. Taken in 1978 at Silver Hill, MD.

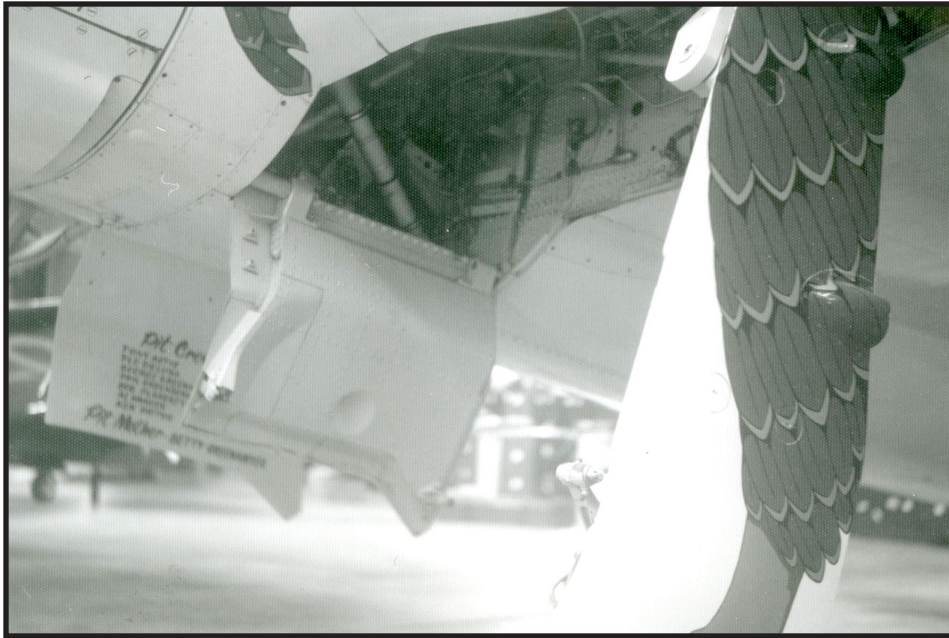


American Jet/Conquest 1 left main landing gear well inboard. The wheel well door interior seems to be the exterior yellow color while the wheel well appears to be silver. Taken in 1978 at Silver Hill, MD.

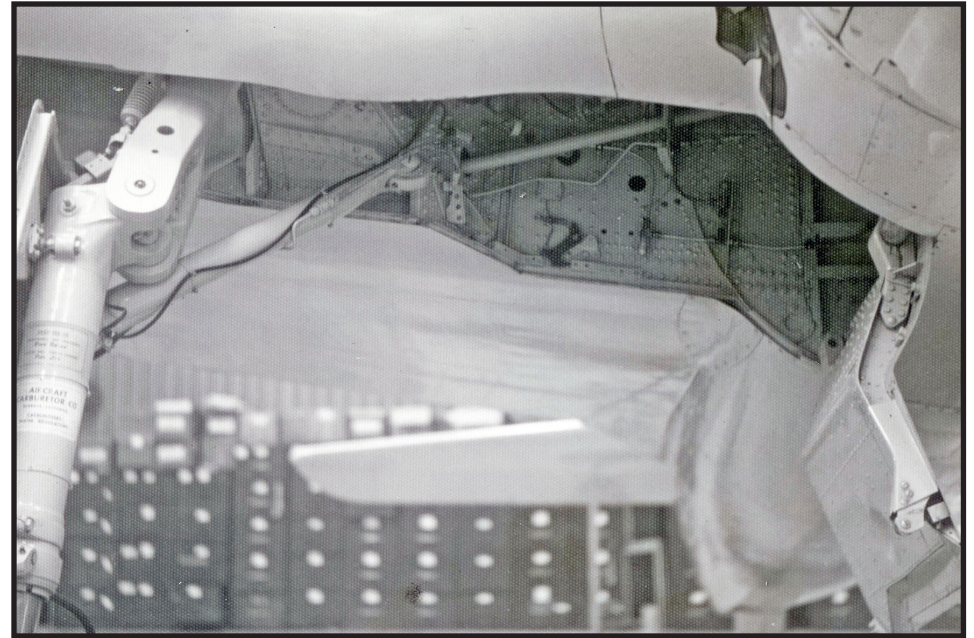
Cont. on p 16

In The Box Kit Review *by Steve Muth*

Cont. from p 4



American Jet/Conquest 1 left main landing gear well inboard. The wheel well door interior seems to be the same yellow color as the exterior of the aircraft. Wheel well appears to be silver. Photo taken at Silver Hill, MD in 1978.



American Jet/Conquest 1 left main landing gear well rear wall appears to be silver.

There were 15 models on the tables at the meeting. There was a F3D Skyknight by Ray O'Neill, a bunch of Fantasy figures by Rick Verriest, guns and stuff by Steve Andreano, a Stewart tank by Marshall Voizard, a Do 217 by Fred Seitz, cars by Rich Caserma and some assorted stuff by the Lone Ranger (or Tonto) – otherwise known as “who was that masked man” who left “the stuff”. Enjoy!



Ray O'Neill brought his 1/72 Matchbox Douglas F3D-2 Skyknight as it appeared in Korea serving with the USMC, circa 1950. Won in a raffle, he rescribed it and reconstructed an inlet that was missing.



Rick Verreist's Figure.

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Seen On The Table 7-18-2018 by Steve Muth

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A 1/35 WWI vignette of two German troops pulling a gun by Steve Andreano.



A 1/24 VW Buss in progress by the "Lone Ranger".



Another 1/35 WWI gun in Progress by Steve Andreano.



A 1/43 Ferrari 333 SP as seen at 24 hr Dayton 1995. by Rich Caserma

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Seen On The Table 7-18-2018 by Steve Muth

Cont. from p 19

A 1/24 '34 Ford Purple People Eater with modern underpinnings by Rich Caserma.



Some one ("the Lone Ranger"?) brought a kit of the 1/48 Trumpeter Firefly.



Fred Seitz's ICM 1/48 Do 17.

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Seen On The Table 7-18-2018 by Steve Muth

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Series of War Gaming figures by Rick Verreist



Series of War Gaming figures by Rick Verreist

Cont. on p 21

Seen On The Table 7-18-2018 by Steve Muth

Cont. from p 20



Series of War Gaming figures by Rick Verreist



Series of War Gaming figures by Rick Verreist



Marshall Voizard brought his 1/35 Tamiya Stewart Tank.

Show Calendar Listing for 2018 - 2019

See Bob DeMaio for details

Date/Day	Event & Location	Website
Sept. 16 Sun	Patcon 2018 Hudson Elks Lodge 959 99 Park Street, Hudson, MA, 01749	www.ipmspatriot.org
Sept. 21-22 Fri-Sat	Armorcon Crown Plaza Danbury, CT 06810	http://calendar.ipmsusa3.org/event/armorcon-1
Oct. 27 Sat	HVHMG 28 Elks Lodge 29 Overocker Road Poughkeepsie, NY	http://www.hvhmg.com
Nov. 11 Sun	Baycon 2018 Elks Ha 326 Farnum Pike Smithfield, RI	http://www.ipmsbaycolony.com
Nov 17 Sat	Long Island Figure Show Freeport Recreation Center 130 East Merrick Rd. Freeport, NY 11520	http://www.longislandmodelsoldiers.com
April 6	Mosquitocon 1 Pal Drive Wayne, NJ	www.ipmsnj.org
April 12-13 Fri-Sat	Noreastcon 48 Holiday Inn Express 400 Old Ludon Rd. Latham, NY 12110	http://www.IPMSNENY.org

May 4 RepLIcon 29
Freeport Recreation Center
130 E. Merrick Rd.
Freeport, NY www.lisms-ipms.org

May 9-11 AMPS National
Buffalo, NY

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Depending upon the size of your purchase, these shops have agreed to provide a possible 10% or more discount if you have our membership card.

Alsand's Toy Soldiers Plus

www.alsandtoyandsoldier.com

Alan & Sandy, Shop closed. On line orders only at this time.

Baseline Model Inc.

Eric, 250 Little East Neck Rd., West Babylon, NY 11704, (631) 376-0060, Military Model Specialist, old and new kits bought and sold. Retail and Mail Orders. Closed Mondays.

Get It On Paper

Gary Weickert, 185 Maple St., Islip, NY 11751, (631) 581-3897, open every Saturday noon to 5 PM. – Vintage Toys & Model Kits, Automobilia & auto Literature. Model kits wanted.

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☐ Junior (under 18 yrs) \$17.00

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