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RED, WHITE & SPRUE

Volume 22 Number 3

★ LISMS NEWSLETTER ★

March 2015

- **Book Review - Junkers Ju 287 – The World's First Swept Wing Jet Aircraft**
- **Kit Review - 1/72 Ju 287V-1**
- **Kit Review - 1/48- F4F-3S Wildcatfish**
- **Photo Essay - Howard DGA-4* "Ike" Racer**
- **Kit Review - 1/25th '34 Ford Street Rod**





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

Levittown Public Library
 1 Bluegrass Lane, Levittown, NY

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Model: 1/72 scale Dewoitine D.520 by Rogerio "Rato" Marczak
Photo: John Musolino



If only this snow would STOP! I'm sure we are all feeling the more than usual winter hibernation, but on the bright side, I was able to do more modeling! Did you? We had to forego one meeting in a very long time due to weather. It happens. This meeting is March 16th and it will be a club contest night. You are always welcome to display models in progress

or completed and not enter them in the contest. Just label the model, not in the contest. I want to remind you that if you forget the next meeting night or what we will be scheduling, check our website and whatever page you are on in the left column, will display the info. Don't confuse these dates. Our April meet will be on the 20th one week after our 11th show. I will try to schedule a clinic for April.

We are doing well filling vendor tables. We have a few new small vendors showing up; one selling some die cast kits. We will not be having club tables. There were not enough interested members.

Not all our members are IPMS members and will not receive the IPMS Journal. I added more Regional shows to our Newsletter Show Calendar. IPMS has also increased their annual dues. See the new rates in our newsletter form.

We have not seen some of our members in a while, Roger, Howard, Rob, Rich, Phil, Stu, and Mike. I hope to see them soon! Well Phil and Mike are snow birds in Florida. A shame they are missing out on our winter wonderland on Long Island.

For many years I have been wanting to build the German A7V WWI Tank kit by Turo. I had this kit stored for years. I finally took it out and spent time last summer carefully piecing it together. Well the interior parts fit good and when the outer shell parts went on, it was terrible to get all the corners to match. I would rather have struggled with a wrestler in a ring. I shelved it for a few months hoping I would go back to it. Then Meng released the kit with a whole new mold. Much more expensive but I found a good price and obtained it. It looks really good but I just don't have the urge to do it now. I have to rejuvenate that urge.

Keep on building!

Bob



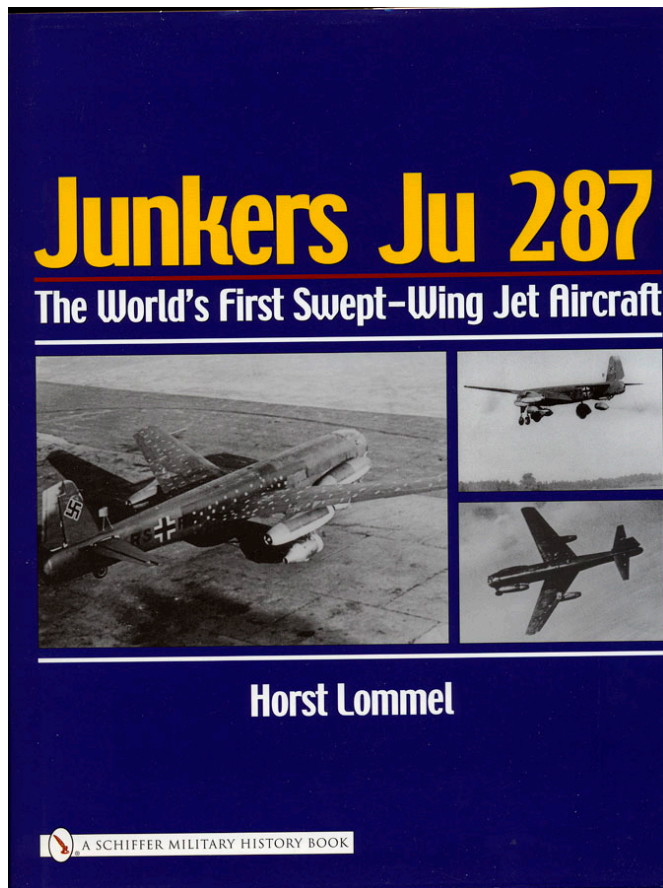
Junkers Ju 287

The World's First Swept Wing Jet Aircraft

by Horst Lommel

Published by Schiffer Publishing, 2004, HB, 222 pages

Reviewed by Steve Muth



This is the second book to have been published on the Junkers Ju 287 forward swept wing four jet bomber. The first is the long out of print "Monogram Close up No. 1 – The Ju 287" by Thomas Hitchcock from 1974. The Ju 287 was a test vehicle to determine the slow speed characteristics of forward swept wings. Much like the Grumman X-29 forward swept wing test vehicle, it also was based on some existing aircraft parts. For the X-29 it was the F-5 while for the Ju 287 it was the He 177 for the fuselage, Ju 188 for the tail and B-24 (!! for some of the landing gear.

This is a fascinating book covering the history, development, and flight testing of this unique aircraft of the Ju 287 and its follow on aircraft built and tested in Russia as the EF-131. First flown in August 1944 (Some sources say 8 August some say 13 August and some say 16 August). It was not only the first swept wing jet (Where the sweep was intended to increase the critical Mach number) but also the first swept wing four jet bomber. The narrative describes the political infighting between Heinkel and Junkers as well as the technical aspects. There are many photographs and sketches but many of the photos are showing their age. The first 100 or so pages are about this unique plane and the rest go on to other aspects of the project and times. This includes: 1. Rocket assisted takeoff units – These were to be used on all flights. 2. Russian activities with the Ju 287 and it's EF-131 derivative. 3. Ju 287 competitors – the He 343, Horton Ho XVIII, and the Messerschmitt P.1107 and P.1108. 4. Lastly other swept wing projects for supersonic flight.

There were three Ju 287s built although only the V-1 was flown (about 12 times). They were all different. The V-1 had 4 Jumo 004 engines – one under the trailing edge of each wing and one on each side of the forward fuselage much like the XB-51. The V-2 was similar to the V-1 but had 6 engines – 2 Jumo 004s on either side of the forward fuselage, the same as the V-1 but then had a pair of BMW 003A-1 engine s under the trailing edge of each wing. A few days after engine runs were undertaken the program was cancelled and the plane was towed out to the edge of the field, camouflaged and parked. The engines were removed several days later never to be remounted. The V-3 was to be the production prototype. It had no fuselage mounted engines but rather had a triple BMW 003A-1 engine arrangement under each wing. It was to fully fitted out with armor and armament including a tail turret.

Continued on p5

1/72 Ju 287V-1

By Huma Modells, #5001

Reviewed by Steve Muth

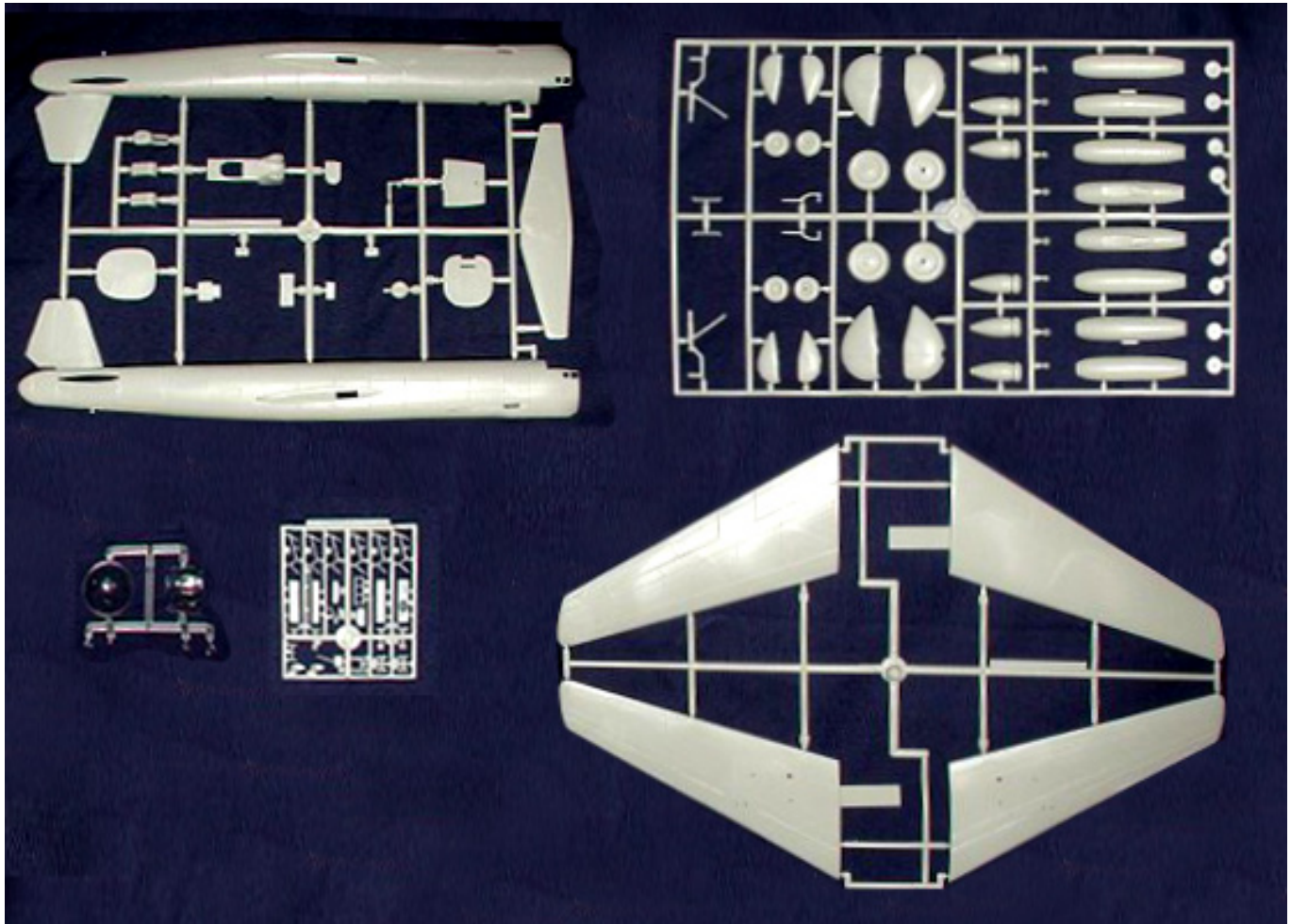


The Ju 287 was the world's first swept wing aircraft (where the wing was swept to improve transonic performance) to have flown. It actually first flew in August 1944. It was not only the first swept wing aircraft – it was a 4 engine jet bomber! During August and September of 1944 it flew about 12 times during its brief flying career. The program was then terminated when Hitler dictated the Reich devote all its resources to fighters for the defense of the Reich.

The Kit

Consisting of 115 parts including 6 clear parts, it is packaged in sturdy top opening box. The molds look good with no sink mark. There is some flash, however. The panel line are engraved but a little on the heavy side for 1/72 scale. The

clear canopy parts are very clear but somewhat wavy. Which is unfortunate as the cockpit has reasonable detail that will be visible. Much of this detail is in the form of side panel/console decals. The instruction booklet is 8 pages with 12 assembly steps and a nice color 3-view painting guide. The color call outs are RLM Numbers. The text is in English, German and French. There is some Japanese but it appears to be a short history not assembly instructions! There are locating pins and sockets and the wings have large locating tabs to insert into the fuselage. There is no part tree diagram which is unfortunate as some of the smaller and delicate parts may be difficult to identify and place. Some are obvious and some are not.



According to a review of the kit in Horst Lommel's "Junkers Ju 287 – The World's First Swept Wing Jet Aircraft" there are a few structural issues – 1. The rudder shape may be incorrect. 2. The horizontal stabilizer is too low and for the Ju 287V-1 at least must be raised about 3mm. 3. Although 4 Rato units are provided all evidence suggests only three were ever used at one time,

one under each wing mounted jet engine and one under the starboard fuselage mounted engine.

For its age (I got mine in 2001) it is a good kit with no obvious or serious shortcomings but definitely not a shake 'n' bake kit. The biggest plus is that it is the only injection molded kit of the Ju 287 out there. 🇩🇪

Book Review Ju 287 Continued from p3

It was apparently 80-90% completed when the Russians took over the factory complex. It was never flown but did spawn the EF-131.

The EF-131V-1 was a new design based on the Ju 287 but probably was built using existing parts of the Ju 287 V-2 and V-3. It was to have flown on or about 16 August 1946 while still in Germany. At this point the whole project – factory, planes and personnel were moved to Russia. It was not until May 1947 that the EF-131 was again

ready for flight. After many trials and tribulations due to politics and the weather the whole program was cancelled on 21 June 1948.

This book is probably the all the information available to the west and unless some archives are discovered in Russia it will probably be the definitive book on this unique aircraft.

Highly recommended for all with an interest in late war Luftwaffe projects and aeronautical technology. 🇩🇪

1/48- F4F-3S Wildcatfish

Hobby Boss Model # 81729

Reviewed by Jim Boulukos



MSRP \$55.99, but I purchased this kit from “Men in Arms” Hobby’s in Middle Island for \$47.59

I’ve been in model building standstill (Haven’t finished one model) for the past several months. Then after almost throwing my long term Accurate Miniatures Grand Sport Corvette project against the wall on Thanksgiving Day due to some fit issues, it’s time to go into a different direction. That’s to give Steve Muth some help with the newsletter and write something. So here’s our club’s car guy writing an article about aircraft. So here goes...

When it comes to odd looking World War Two aircraft the F4F-3s Wild Catfish can be added to the list. An F4F Wildcat with floats does look odd but at the same time interesting. The idea of a F4F-3s Wild Catfish came about as an answer to the island hopping during the early phases of the war in the Pacific. The US Navy had seen the Japanese use “Jake” float planes for air cover to good effect, and decided to have their own seaplane. In total 200 F4F-3s Wildcatfish were ordered, but only a hand full were aircraft were made by the limited information available, and none

of these were used in combat. The Naval Seabees were able to quickly build runways on captured islands for land based fighter aircraft to operate from, which eliminated the need for fighter seaplanes.

Contents

The model is packaged in a strong cardboard top and bottom box, which should be up to the task of protecting the plastic parts inside when on the bottom of the pile of models in your closet. The plastic sprues in the box are all individually packaged in heat sealed plastic bags, with some parts being further protected by foam wrapping. The kit consists of 113 parts on 7 sprues including:

- 5 grey plastic sprues
- 2 clear sprues
- 2 small photo etched frets
- A decal sheet
- An instruction booklet & one page new items release flier
- A decal placement and painting sheet

Review

I have not started this kit yet, but a quick look through the kit contents saw no major issues. Just a shallow sink mark on each side of the instrument panel, the model is free of flash and the ejector pin marks are placed in hidden areas of the model. Raised and recessed detail on panels looks very good. There are a good number of unused parts in the model since seaplanes don't have landing gear, wheels and drop tanks etc. that are on the "F" sprue in this kit. Which is the same exact sprue as found in the Hobby Boss Wildcat (Early ver. with chrome yellow painted wings) model # 80326 listed as "F". Yeah, I bought that kit back in 2007 and it's still collecting dust in the closet. I dusted that kit off and opened the box in comparing the parts between the two kits.

Cockpit

The cockpit detail in this model looks to replicate the details on the real F4 Wildcat very well. The kit floor has the proper cut out sections that were missed on Tamiya's 1/48 scale Wildcat release from the mid 1990's. The kit seat is missing some details and there's no harness, so you need to make them yourself or go with an aftermarket harness and maybe a resin seat. Decals have been supplied for the instrument panel, but I'm sure that a photo etched instrument panel and other parts will look better.

Fuselage and Wings

Hobby Boss looks to have done a very fair job of the fuselage detail and added on parts for only the seaplane. I'm not a rivet counter, nor do I take measurements of the kits fuselage or wings, but from what I can see when compared to photographs everything visible looks a good match. The only concern is with the fuselage being in three parts, and I'm not sure how good the fit is with the bottom section, since it will be hard to use filler and not damage the fine detail while sanding. The wings on the Wild Catfish differed from those on the standard Wild Cat as they were not foldable and only have four gun ports which were well replicated on this release. The rudder is provided as a separate part of the tail, so you have options to set the angle, but then the two tail tip rudders must also be attached at an angle since these were connected to the main rudder.

Radial Engine

The radial engine supplied by Hobby Boss is reasonable detail wise; however some wiring detail added and detailed painting by the builder will improve its looks. I built the Tamiya Wildcat almost 20 year ago and you should concentrate on just the front of the engine, since you don't see that back side, unless the flaps are open.

Canopy

The clear canopy parts look good. Its two pieces, so you

have the option of either open or closed. I can't comment whether the rear slider canopy will sit too high in the open position like the Tamiya Wildcat did, since I haven't built this kit yet. But the work around is the Squadron vacuform canopy

Floats and Wheels

Hobby Boss appears to have captured the lines of the floats after looking through the limited number of images available on line and comparing them to the resin floats that I have on another kit to make the Wildcat into a Wildcatfish. The rudder control systems for the two float are completely absent on the model and will require research and planning to replicate them from scratch. The four tow hooks will be also required which aren't furnished, but are easy to make with wire and just glue into place.

Instructions

They are straight forward and some parts aren't used in this build, but that isn't mentioned in the sprue parts listing on page two. No big deal with this oversight. The eight page instruction booklet guides you through construction in clear and precise steps. There's a separate one page detail painting instructions and different profile pictures with the colors called out for Mr. Hobby, Vallejo, Model Master, Tamiya and Humbrol paints which is something I appreciate. These painting instructions offer two finishing options. Many years ago, one of our early club members Lynn McDonald, who was the Grumman historian at the time, provided me with a folder of photos and plans on this plane. After some four moves over the years, I need to find the folder which is stored away in one of the many basement boxes to build this kit the right way.

Decals

The decal sheet is fairly minimal since this is a naval plane and I can't comment how they go down and cover since I didn't build the kit.

Conclusion

I do recommend this kit to the modeling world. Built from the box this kit should be an eye catching model due to how odd it looks. It's one of those models that really catch your eye because it is so different and you don't see many seaplanes in general at the shows. Maybe, this kit will change that fact. I've seen a few resin conversions of the Tamiya Wildcat model on the model tables over the years. I have the KL Productions resin and White metal conversion kit myself, but never build it because the folding wings on the later model with the Tamiya kit are wrong and I was too lazy to correct them. 🐼



Photo Essay of a Howard DGA-4* "Ike" Racer

This DGA-4* Howard "Ike" racer was photographed at The Planes of Fame Air Museum at Chino, California on 1-25-97. It is an accurate replica.

The "Ike" was one of two Benny Howard racers designed and built in 1932 and raced during the '30s. The other was named "Mike". Both were nearly identical with "Mike" having a supercharger. With a light Menasco B6 engine the empty weight was held to 830 lb. The wing span was a mere 20' 1". The fuselage was welded steel tube with fabric covering except for the aluminum engine cowlings. The wings had spruce spars, plywood ribs and was also fabric covered. The original "Ike" had dual tandem main wheels in spats but later switched to single wheels. Top speed of the supercharged version was on the order of 241 mph.

These should prove to be quite useful should you decide to build the Testors 1/48 kit which is quite nice but devoid of detail. Enjoy

*Some sources say the "Mike" was a DGA-4 and the "Ike" was a DGA-5.



Testors 1-48 Howard "Ike" was originally released under the Hawk label.



Left front nose showing some detail in the cooling opening.



Right front wing root with details around the landing gear.



Inboard front view of the left main landing gear.



Pitot tube details.



Boarding step is at the trailing edge of the left wing.

Wing guy wires terminate inside the top of the nose cowling.



Aft left wing guy wires also terminate inside the wing.



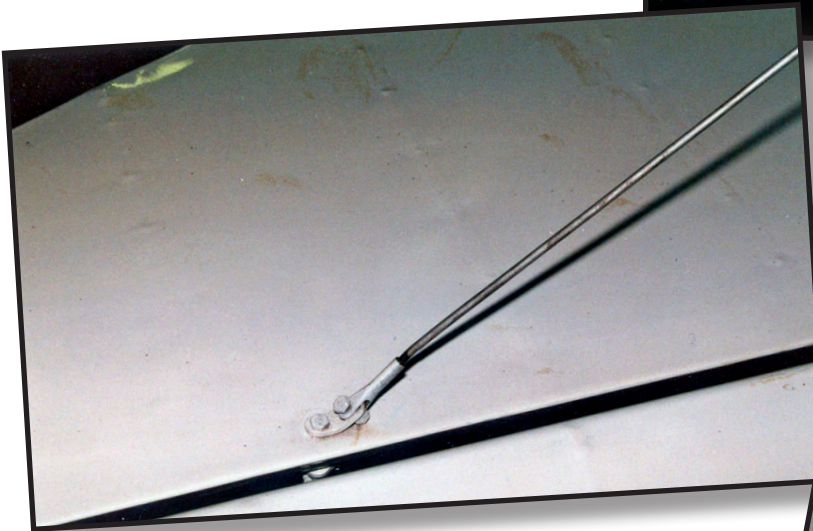
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Top rudder/elevator guy wires are simply bolted on and tightened with threaded ends.



Bottom elevator guy wires are also simply bolted and tightened with threaded ends.

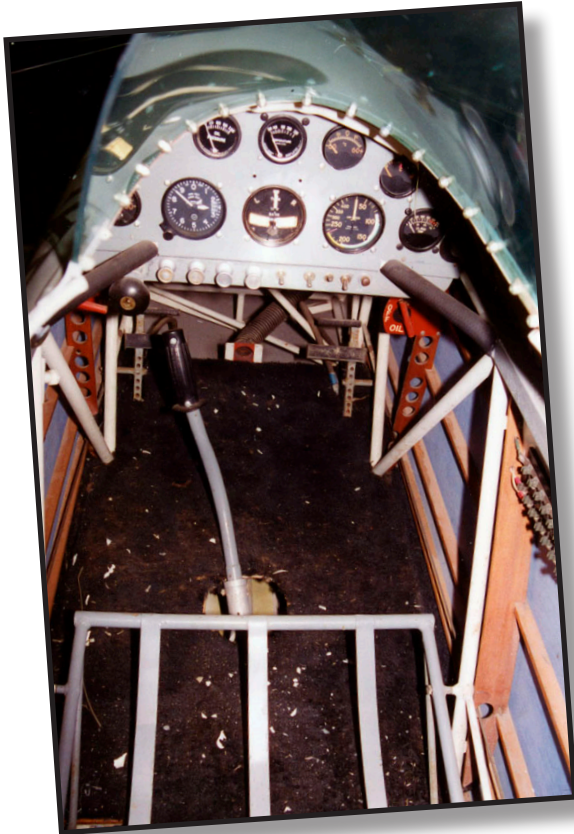


Bottom elevator guy wires are also simply bolted and tightened with threaded ends.

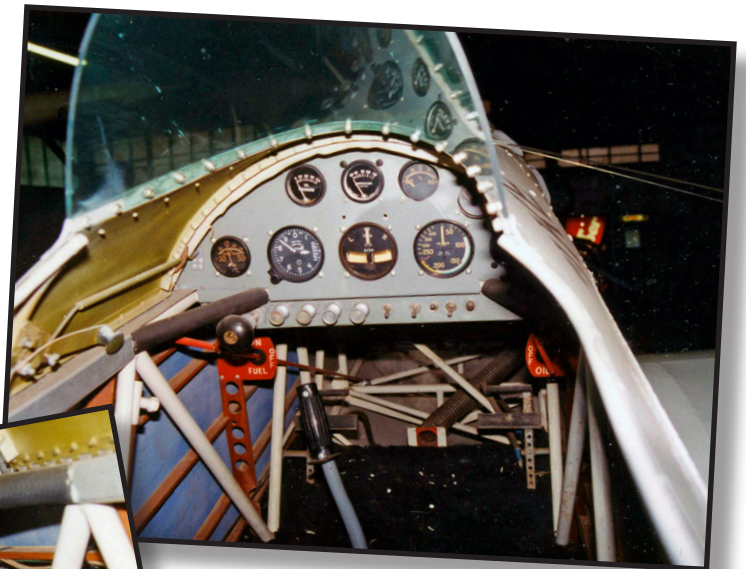


Bottom elevator guy wires are also simply bolted and tightened with threaded ends.

The tail wheel seems to be mounted to the tail skid on a pivot.



Looking forward into the cockpit.



Looking forward and to the left in the cockpit.



Looking into the footwell of the cockpit.

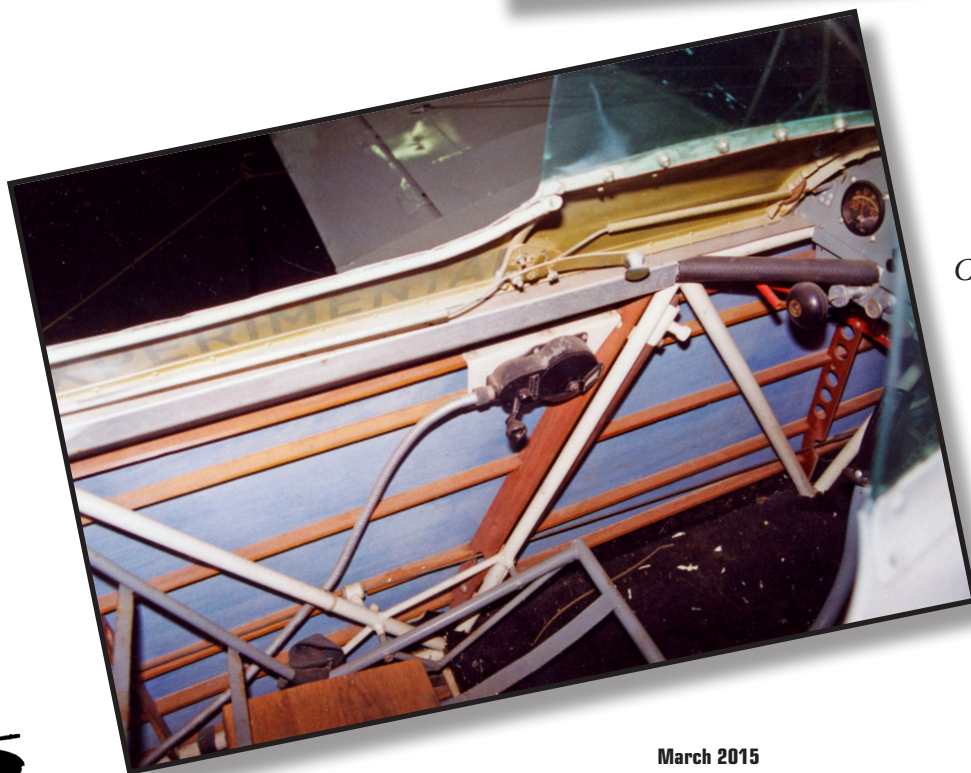
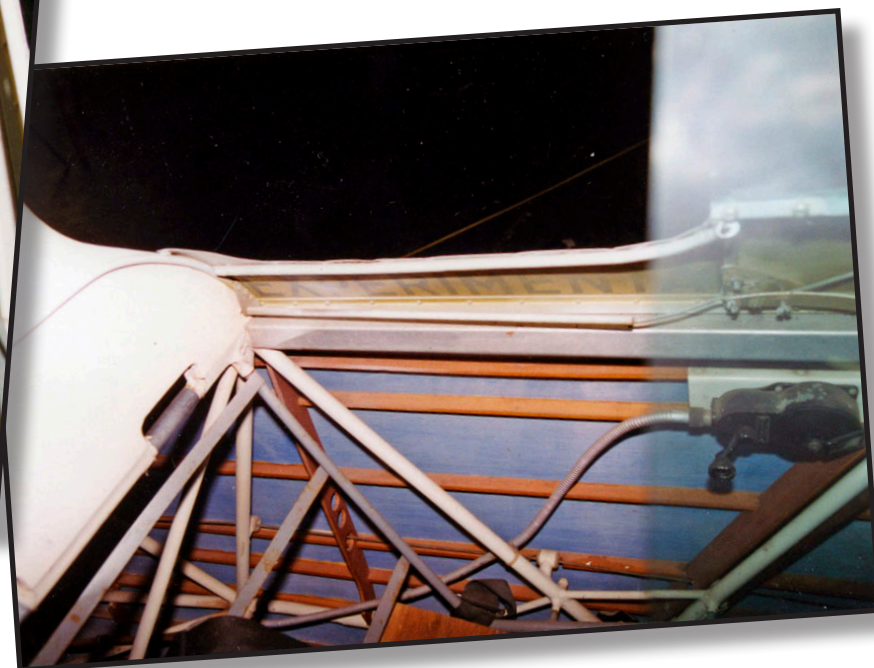
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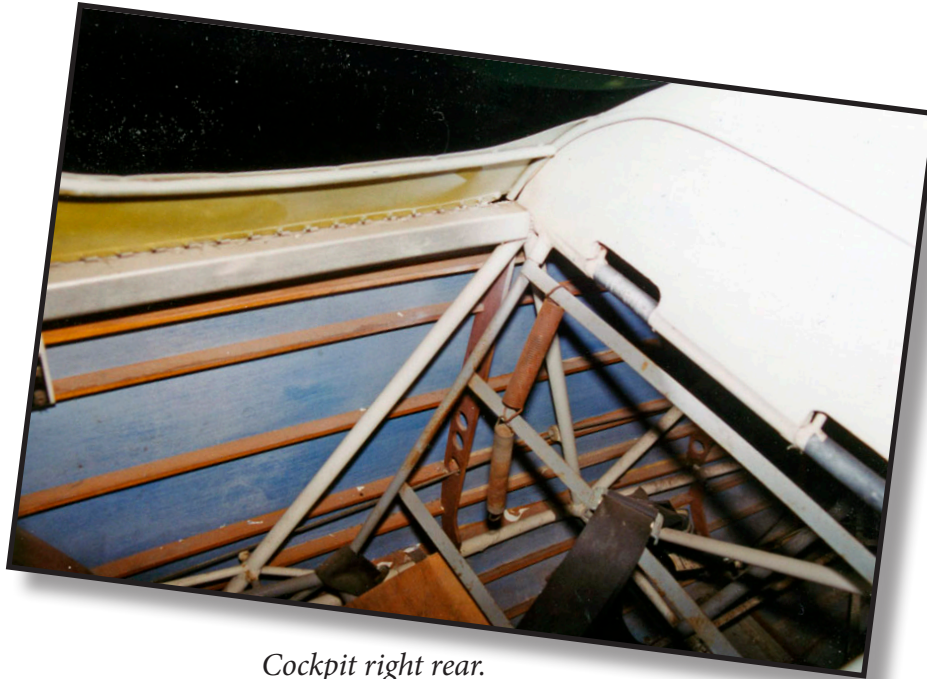
Cockpit seat looks rather flimsy.



Cockpit left rear.



Cockpit left side.



Cockpit right rear.



Cockpit right side.



1/25th '34 Ford Street Rod

by AMT/ERTL #6686 ~\$18.00

Reviewed by ???????v



My first car was a 1934 Ford 5 window coupe so I just had to buy this old AMT kit. To top it off mine was red too! I was a little disappointed though. I didn't examine the box art too closely and didn't realize that this kit has a small block Chevy engine in place of the flat head Ford. It also has what appears to be Corvette running gear – independent front and rear suspension instead of the beam axle up front and live rear end at the back. In other words this is a '34 body on modern running gear. I guess I will have to source out the engine and drive train from some other stock kit.

On to the kit! There are 42 chrome parts, 3 clear parts, 4 rubber tires, and 45 gray styrene parts. There is plenty of flash to go around, some subtle shrink marks and a few ejection pin (marks in the floor. The clear parts could be clearer but should polish out to make them clearer. They will still

have some wavy distortion though. Strangely, there do not seem to be any door window clear parts. The parts were all bagged so I don't think they fell out. They are flat so can be easily made – or you can model the car with the windows down. The mold quality looks just OK but the shape looks right. The running boards look good though. There are some choices you can make during the build. For the tail lights you can use the stock round ones, '39 Ford tear drop shaped ones or the '50 Pontiac round ones. They also give you two chrome horns you can mount on the front fenders. You get nice tubular headers and dual exhausts for the Chevy small block.

There are no gimmicky features. The doors and trunk are molded shut as are the louvered side curtains of the hood. They can be posed off though to show off the engine (Did

I ever tell you about the time I came out to go to work only to discover that some kids had lifted the side hood curtains and switched all the ignition wires around? Not fun at 6:30 in the morning). No steering or suspension movement is provided for. This is my kind of kit.

All in all, about what you would expect from 40+ year old molds. It should make up into a nice looking hot rod out of the box but with a little (?) work should make up into a nice model. To make my first car I have purchased

an AMT '32 Ford "Vicky" with the flat head engine, beam axle up front and live rear axle in the back. Only another \$18.00. I plan to build the "Vicky" chassis and mount the '34 body on it thereby creating my first car! I will have to cobble the dual carbs and headers but that shouldn't be too much work (should it?). But that will be another story sometime in the future. 🍷

You can get a lot of pleasure for \$18.00



Show Calendar Listing for 2015

See Bob DeMaio for details

Date	Event & Location	Website	Day
March 29	Wings & Wheels Valleycon Knights of Columbus 460 Granby Road Chicopee, MA	http://www.wmodelclub.org/	Sun
April 4	NJIPMS Mosquitocon 1 Pal Drive Wayne, NJ	http://njipms.org	Sat
April 11	RepLIcon 27 130 Merrick Rd Freeport NY	www.lisms-ipms.org	Sat
April 12	Downeastcon Southern Maine Scale Modelers Thornton Academy 438 Main Street Saco, ME		Sun
April 18	NNL East Ramada Inn Fairfield, NJ	http://www.nnleat.com/contents.html	Sat
July 22-26	IPMS National Convention Columbus, Ohio	www.ipmsusa.org	Wed-Sat
Sept. 25-26	Armorcon Crown Plaza Danbury, CT	http://www.militarymodelers.org	Fri-Sat



PBY Landing with feathered engines
Photo & Model by Al Zygier

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F3F-2 Flying Barrel

F4F-3, FM-2 Wildcat

F6F-3, -5 Hellcat

F7F-3 Tigercat

F8F1 Bearcat

F4U-4, FG-1, XF4U-4 Corsair

Humu/F2A Buffalo

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