

RED, WHITE & SPRUE

Volume 16 Number 6

★ LISMS NEWSLETTER ★

June 2009



Rob Riviezo - 1/35 STUG III G



Next meeting date:
Monday, June 15th
7:30 pm to 10 pm
Levittown Public Library
1 Bluegrass Ln, Levittown, NY

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In the Pilot Seat!

Our return to Levittown Library for our general meetings has been established thru to November, December being the Pizza Party to add a pound around your waste. I sent all of you the dates via e-mail and for those who don't have e-mail, I will make copies of the newsletter and send it out via Snail mail to

them. This meeting will be contest night. Bring in those models you built and what's in building progress. We are trying to get more tables in the room for our use but the library is hesitant to provide more due to space. I guess they are concerned about Fire Laws. We are going to push for two more but we may only get one. Whatever the case, we will use all the tables for models if we need to. We'll see what they provide.

The X-Planes and Prototype display at the Cradle of Aviation is complete but Roger is still building a Ju-187 made by Uniden to add when he's done. His kit was missing a few parts and had to send to Czechoslovakia for them as per a note in the box in case of missing parts. Does anyone have a topic we could start planning on to change the CAM display in the late fall?

Those nine human hands raised for the trip to the Intrepid on June 27th did not e-mail or notify John to verify your participation. Please sign up when you know for sure.

I would like to thank Bernie for his long time Treasury Service to the club, his knowledge, and time filing those tax papers. Doug Tantillo is the new Treasurer, who retired from his own business and very computer literate with the software. We also welcome back Joe Haberkorn who has been MIA with us for awhile. I hope Joe will bring in some of his builds for us to see.

I volunteered some hours helping at the American Airpower Museum Memorial Day Festivities and met a JABO Angels Pilot who flew 80 missions in P-47s and P-51s. His son heard about the weekend in Rhode Island where they live and after explaining our show next April, he said they would really be interested to attend to talk to our visitors. They also have a B-17 tail gunner they could ask.

See you at our meetings!

Build a model!

F2G-1 Race 57 Thompson Trophy Racer

by Steve Muth

The F2G Super Corsair was a version of the very successful F4U Corsair but powered by the 28 cylinder Pratt & Whitney 4360 Wasp Major radial producing over 3000 hp. It was optimized as a low level interceptor to counter Japanese Kamikazi suicide bombers being encountered in the latter part of World War two. It was too late to participate in the war and was superseded by the Grumman F8F after the war.

Racing

The F2G was used with some success in the post war Thompson Trophy Races at Cleveland. Cook Cleland and Dick Becker placed 1,2 in 1947 (In race # 74 and 94) but DNF'd in 1948 due to engine problems. In 1949 Cook Cleland (# 94), Ron Puckett (# 18) and Ben McKillan (# 57) placed 1, 2, and 3 with Dick Becker blowing his engine qualifying at over 414-mph (Race F2Gs were modified to produce 4000 to 4500 hp). He was unable to make repairs and did not race. The 1949 races were the last of the Cleveland Air Races and the F2Gs did not race again. Race 57, the subject of this walk around, won the 1949 Tinnerman Race and is the only flying F2G-1.

*Only three F2Gs are known to have survived.
They are:*

F2G-1 Bu. No. 88454 N4324 was at the Champlin Fighter Museum, Mesa, AZ and the subject of Peregrine Publishing's Photo Essay. It is now

the Museum of Flight in Seattle, WA

F2G-1 Bu. No. 88458 N2288N is the last production -1, now restored in its original Race 57 colors and markings. It is owned and flown by Bob Odegaard out of Fargo North Dakota.

F2G-2 Bu. No. 88463 N4477N is the last -2. It is now being restored by Bob Odegaard in Kindred, North Dakota. It is from the Walter Soplatka collection in Ohio. It is identified as Race 74 flown by Dick Becker.

The subject of this walk around is *F2G-1D, Bu. No. 88458* and *Reg. No. N2288N*. It was photographed at the Fargo Air Museum August 6, 2005. It was fully restored in it's Race 57 colors and markings as raced in 1949 by Bob Odegaard in North Dakota. A rudimentary second seat was installed behind the pilot's seat along with a slightly elongated canopy. It is the only F2G flown regularly. It won won the Tinnerman Trophy Race and placed third in the Cleveland National Air Race in 1949. The engine can crank out 4000 hp in racing form.

The plane was found in the 60's at Chardon, Ohio, and is one of only two -1s and the only F2G still flying.

The photos were taken with the kind permission of Bob Odegaard and the help of the folks at The Fargo Air Museum in North Dakota where it is based.



N10563 – Front view shows one propeller blade is painted white while the others are in the normal dull black.



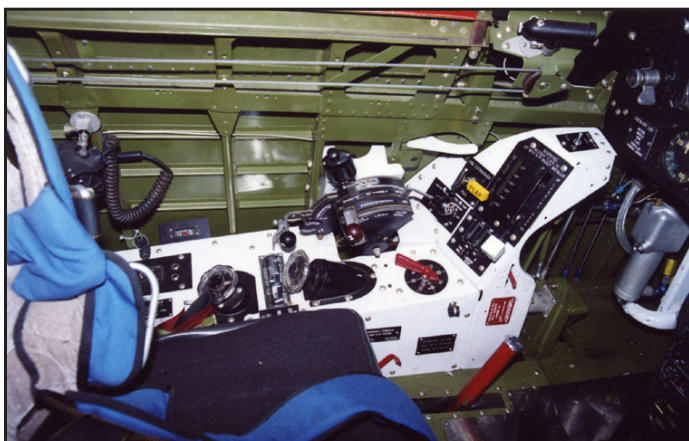
N10498 – Left rear view of the aircraft.



N10500 – Left side view shows the auxiliary rudder and canopy profile, which seem a little large (to accommodate the rear seat?).



N10567 – Front view of the engine and propeller hub. Note that you really cannot see the second row of cylinders due to the ducting directing air to the rear cylinder banks.



N10502 – This view of the left side of the cockpit shows the aircraft structure to be interior green while the console sheet metal is white. The flight controls are on this side.



N10515 – The right side of the cockpit colors are similar to the left side.



N10505 – Looking down and forward in the cockpit you can see the rudder pedals are white and the heel rub strips are polished metal.



N10526 – Cockpit floor details with the control column boot in black leather or leatherette.



N10523 – The rear seat cockpit area has minimal creature comforts and instrumentation.



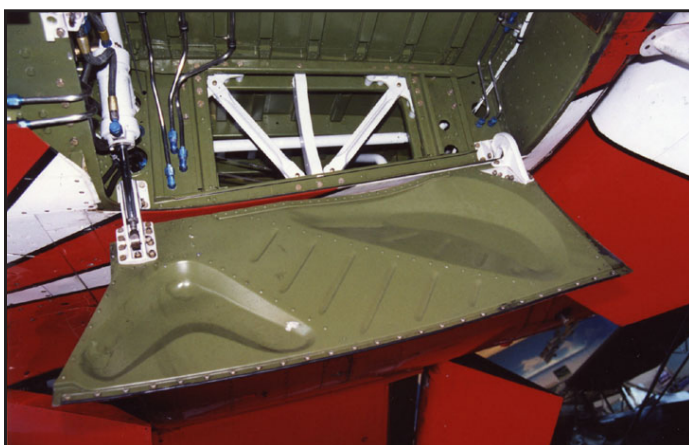
N10581 – Left main landing gear wheel well forward wall showing the well and door interiors to be green zinc chromate with white fittings. . All the sheet metal in the wheel wells are green zinc chromate.



N10572 – This outboard view of the left main landing gear show the wheels, strut and linkages are gloss white.



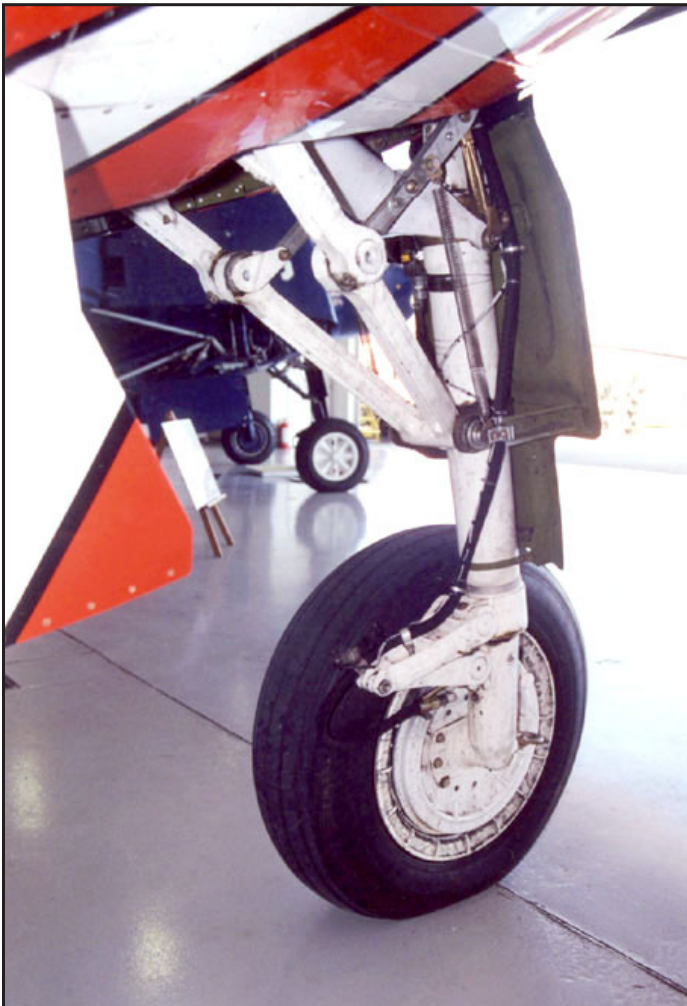
N10573 – Inboard view of the left main landing gear.



N10577 – Left main landing gear wheel well inboard well wall and inboard well cover door interior.



N10574 – Outboard rear view of the left main landing gear.



N10582 – Inboard rear view of the left main landing gear.



N10580 – Rear view of the left main landing gear.



N10578 – Left main landing gear wheel well outboard well wall.



N10584 – Left main landing gear wheel well outboard door interior.



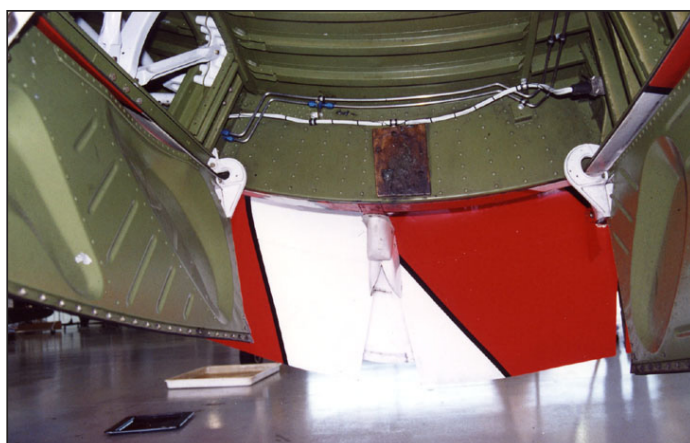
N10589 – Tail wheel viewed from the right rear.



N10579 – Left wheel well roof.



N10587 – This is the right side view of the tail wheel.
It is a castoring wheel and is swiveled as a result
of the plane being pushed back into position.



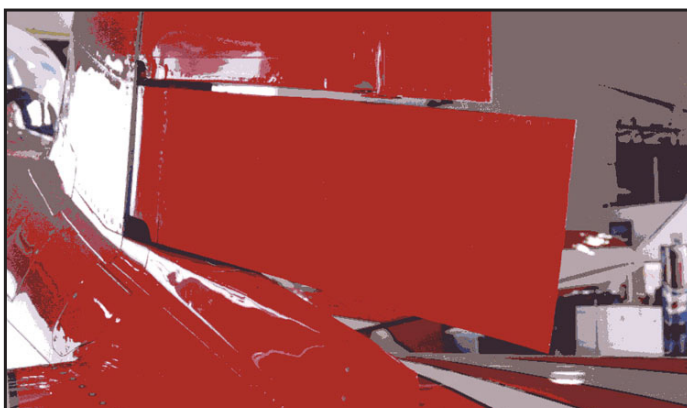
N10576 – Left main landing gear wheel well aft wall.



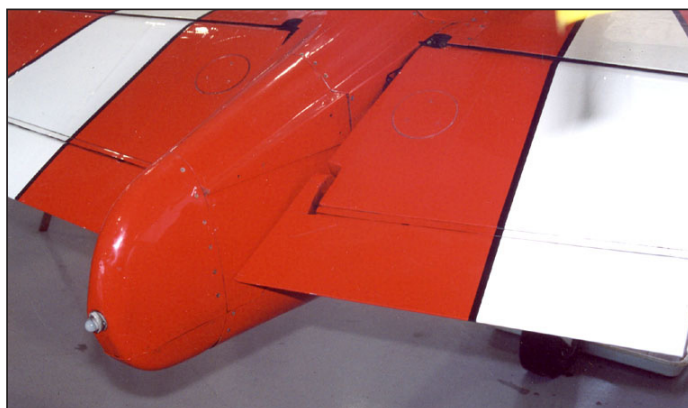
N10592- This aft view of the tail wheel well shows the interior of the well and tail wheel gear covers to be green zinc chromate.



N10593 – This view shows another aspect of the aft roof of the tail wheel well.



N10557 – The F2G had an auxiliary rudder that automatically went left on landing and takeoff to help counter the torque of the massive Pratt and Whitney 4360 Wasp Major engine.



N10556 – The tail light at the tip of the tail cone is white. This view also shows the elevator trim tabs to good advantage.



N10542 – The right wing oil cooler air inlet is different than the F4U. The radiators are in the fuselage on the F2G while they are in the wings on the F4U. This view shows the inlet guide vanes ducting the air inboard.



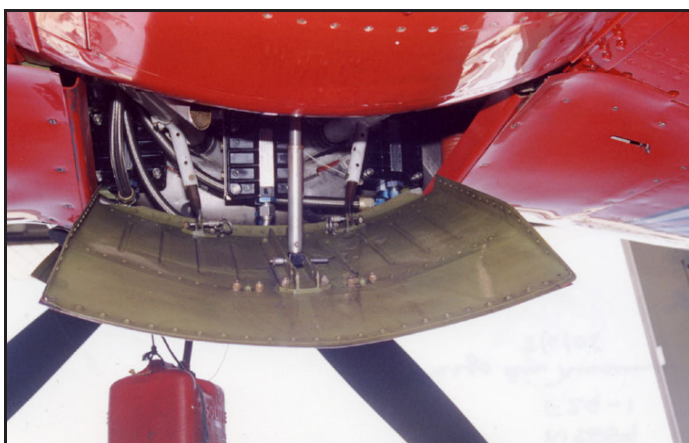
N10544 - The left wing oil cooler inlet is a mirror image of the right wing inlet.



N10541 – This photograph shows the lower exhaust pipes and the oil cooler air outlet in the down position.



N10540 - This photograph is side view of oil cooler air outlet in the down position.



N10536 - This photograph is a rear view of the interior of the oil cooler air outlet in the down position.

REFERENCES:

1. Kinsey, B., *D&S # 55 "F4U Corsair Pt. 1"*, Squadron Signal Pub., 1998 – Good 3 views, limited text, few photos.
2. Veronico, N., Campbell, J. & D., *"Warbird History, F4U Corsair"*, Motorbooks International, 1994 – Excellent text and photographs.
3. Huntington, R., *"Thompson Trophy Racers"*, Motorbooks International, 1989 – Limited photos and text. Race results.
4. Berliner, D., *"Unlimited Air Racers"*, Motorbooks International, 1992 – Limited photos and text. Race results.
5. Champlin Fighter Museum information booklet.
6. Muth, S., *"F2G-1 Super Corsair"*, Peregrine Publishing, 1999 – Detailed walk around of the Champlin Fighter Museum F2G-1 restored in its original 1945 PAX River Air Teat Center military colors and markings.

KIT REVIEW

In-The-Box

by Steve Muth

1/32 Ta 152H-1 by Pacific Coast Models, #32008, \$57-\$70



Who'd have thunk it? A Ta 152H in 1/32 scale! And a good one at that. It comes in a top opening, sturdy box with all parts in plastic bags and with the clear parts bagged separately. The box art is very good.

This is a multi media kit with gray styrene, P.E., and resin details. Truly an international product – Decals by Cartographic in Italy, P.E. by Eduard in the Czech Republic and packaging, moldings from the Czech Republic and produced by Pacific Coast Models here in the U.S.A. There are 112 parts but no pilot figure or engine. Only one variant can be built, The Ta 152H-1. Mold quality is excellent. Panel lines are finely engraved and detail is excellent with full cockpit, land-

ing gear and wheel well detail. No sink marks were evident but there is some minor flash on the propeller blades. Small parts (for the cockpit, etc.) are suitably petite. There are no locating pins on any parts. No after market parts are necessary. The clear parts are about as thin as possible with injection molding and look to be very clear. The canopy comes in two parts – a windscreen and overhead piece. Only a vacuform would be thinner but that would require a frame in this scale.

Accuracy appears to be excellent in terms of size and outline. The only negative is the rather rounded trailing edge of the wings. This may be difficult to remedy without destroying some of the trailing edge wing detail. There are six pages of exploded view instructions in 24 steps plus full color markings, camouflage and decal placement instructions for all four aircraft on the decal sheet, green 3, 4, 8 and nine of Stab. JG 301. These are believed to be the only operational aircraft documented so there probably will not be any after market decals. All are very nicely done. Decals are excellent, by Cartograph with good registration. There is a fair amount of stenciling provided.

This kit is highly recom-

mended for those with intermediate skill levels, due to the P.E., resin and lack of locating pins. Another great kit from Pacific Coast Models.

Ta 152 References:

There are many references for the Ta 152, usually in Fw 190 books. But, if you have, or can get these two, you won't need any more. Not that you might not want more. But, that is another issue.

1. Photo Hobby Manual #1502, "Special Drawings – Fw 190C/Fw 190D-9/Ta 152 Part II", by CMK kits, 2007, 88 pages, SB – An excellent book containing mostly good 3 and 4 view line drawings (plus many detail sketches) of all the in-line engined variants of the Focke-Wulf Fw 190, Ta 152 and Ta 153. Printed on good quality paper with 16 color profiles (including a bright orange one) and 5 color four views.

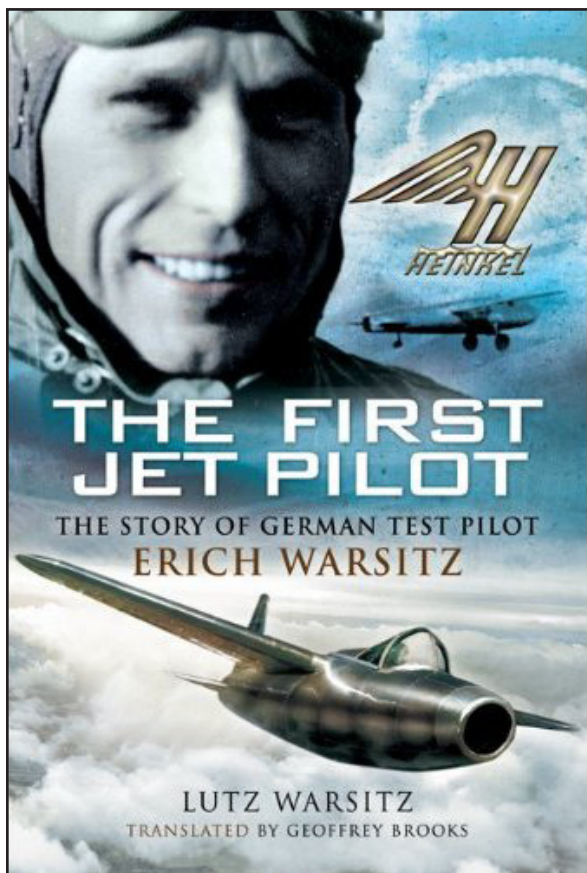
2. "Focke-Wulf Ta 152", by M. Lowe, 4+ Publications, 2008, 56 pages plus cover wrap, SB – Another excellent book by 4+. See the review in the March 2009 issue of the "Newsletter". Lots of walk around photos and 7 pages of markings and camouflage information. 🍷

The First Jet Pilot – The Story of the German Test Pilot Erich Warsitz

By Lutz Warsitz

Pen & Sword Aviation Publishers, 2008,
SB 176 pages, 114 B&W photos, ~\$35.00

By Steve Muth



As the dust cover says “ On 27 August 1939, Flugkapitan Erich Warsitz became the first man to fly a jet aircraft, the Heinkel He 178, and in June of the same year he flew the first liquid fuel rocket aircraft, the Heinkel He 176”.

With a brief Forward by Lutz Warsitz (Erich Warsitz' son), Wernher Von Braun and Pabst Von Ohain the book is basically a biographical narrative by Erich Warsitz of his world war two years. It briefly covers his childhood but dwells mostly on his experiences during and after world war 2. It starts with the He 112 and He 111 experiments through the He 178 jet plane, He 176 rocket plane and the He 280 jet fighter. Although most of the photographs are of “snapshot” quality there are many photographs of the people and places involved and some the author has not seen of the He 176 and He 178. There is a particularly a good shot of the He 176V-1

He puts to rest many of the false wartime reports of the time and particularly the idea that the He 176 and He 178 were private ventures by Heinkel. They were not. The RLM was involved from the very beginning and supported them both from the early He 112 tests through the jet and rocket tests. What

they did not do was develop either design, treating them a proof of concept vehicles. They failed follow through, perhaps because the military considered Heinkel a bomber manufacturer. It also didn't help that Heinkel had bad relations with several of the key players.

Not only is it very readable and enjoyable book but also a valuable contemporary historical document since it was written by people intimately involved in the first years of Germany's efforts in jet propulsion, particularly in the case of Heinkel.

Erich Warsitz died 12 July 1983 and we are indebted to his son, Lutz, for having interviewed his father and others to provide the account of early jets in Germany by some of those directly involved. 🇩🇪

Highly recommended. This is not just another rehash.

Show Calendar Listing for 2009

See Bob DeMaio for details

Date	Event & Location	Website	Day
June 26-27, 2009	Marx Toy & Train Collections National 11144 Kruger Street Wheeling, WV 26003	www.toyandtrain.com	Fri-Sat
Aug. 7-9, 2009	Miniature Exhibition Gettysburg, PA	www.artistpreservationgroup.com	Fri-Sun
Aug. 19-22, 2009	IPMS Nationals Columbus, Ohio	www.ipmsusa2009.org	Wed-Sat
Aug. 22, 2009	NNL Model Car Show Clemmons, NC 27012	www.carolinakustommodelers.com	Sat
Sept. 20, 2009	Rocon Radisson Inn Rochester, NY 14623	www.ipmsrochester.org	Sun
Sept. 26, 2009	PMS Erie Scale Modelers McKean, PA	Rcarlson84@roadrunner.com	Sat
Sept. 26, 2009	AMPS East 2009 18 Old Ridgebury Road, Danbury, CT	www.ampseast.org	Sat
Oct. 4, 2009	IPMS Stratford Knights of Columbus Hall Bridgeport Ave., Milford, CT	www.ipmsstratford.org	Sat
Oct. 16-17, 2009	Jerseycon (Region II Convention) Runnemeade, NJ	www.njipms.org	Fri-Sat
Oct 18, 2009	SyrCon 22 Syracuse, NY 13204	www.ipmssyracuse.org	Sun
Oct. 18, 2009	GraniteCon Nashua, New Hampshire	home.comcast.net/~vf17	Sun
Oct. 24, 2009	HVHMG Poughkeepsie, NY	www.hvhmg.com	Sat
Nov. 16, 2009	LIHMCS Freeport, NY	www.longislandmodelsoldiers.com	Sat
Oct. 24, 2009	HVHMG (Hudson Valley) Poughkeepsie, NY	www.hvhmg.com	Sat
April 30, May 1	2010 Noreastcon 2010 American Airpower Museum Farmingdale, NY	www.lisms.org	Fri-Sat

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