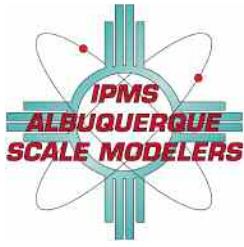


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

August 2015

## ASM is IPMS CHAPTER OF THE YEAR FOR 2014!

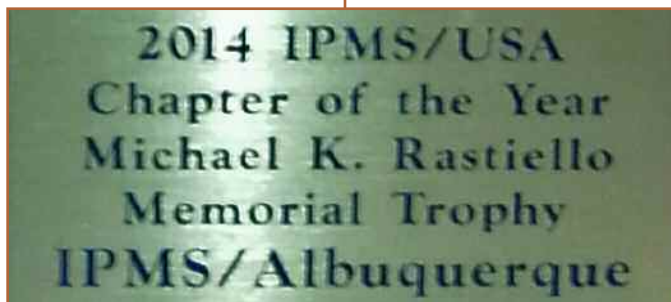
### TONY HUMPHRIES

As I'm sure you are all aware, the IPMS National Convention has been held this weekend in Columbus, Ohio, and some of our members have been in attendance. I hope that everyone who was able to attend enjoyed the convention, and I look forward to hearing how everyone did and what your impressions of the convention were. I am sure that the hosting chapter did a great job, as they always seem to. Hey, maybe we can even host another one of these events ourselves someday?

What you may not yet know is that the National Chapter of the Year was announced at the awards ceremony and we won it. **Albuquerque Scale Modelers are officially IPMS's national Chapter of the Year.** This is a significant award and a major honor for us as a club. As far as I know we have never won this award before and it sets the seal on a very successful 2014 for us.

The credit for this of course, goes to all of you as members

of this club. As I have said before, this club is what it is because of what you all put into it. So I want to say a big thank you to all of you for all of the time that you have put in to club events, make & takes, the State Fair, last year's Region 10 convention, and everything else that you all do for this club. You make this club what it is and this award is for all of you. Thank you and congratulations.



### THE FEZ SEZ TONY HUMPHRIES

Having seen yet another New Mexico Navajo Code Talker pass on recently, I've been thinking about the number of veterans that we are losing these days and how, so often, their experiences die with them. A sad subject, certainly but I'm sure it is one that we have all experienced for ourselves too. If only we could have found out more before it was too late. I would guess that pretty much all of us had family members and/or family friends who served in the two World Wars and other conflicts since and would doubtless have fascinating tales to tell.



Looking back, there were so many vets around where I grew up that we really all took it for granted back then. Most would not discuss things much, unfortunately, although sometimes in the pub after a few beers they would be prepared to do so at least in a limited way. One

very rare opportunity that I should have pursued more was talking to a former SS Stormtrooper who lived in the village that I grew up in. He came over as a POW at the end of the war and having lived in the East of Germany, decided upon being freed that it would be a good idea not to return... I'm sure that he could have provided some interesting insights. I would have disagreed (hopefully, even given my tender years) with the motivation and beliefs of the man but the stories that he could have

July meeting highlights, T – B: Two tables full of contest entries; and the business meeting in progress.



## Year 2015 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 09 Jan** **SPECIAL CONTEST #1:**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
 Sponsored Contest: "Battle of the Bulge Plus 70" (ASM E-Board)  
 Sponsored Contest: "Fanta-storical" (Josh Pals & Patrick Dick)  
 Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 06 Feb** **ASM Swap Meet**—no contest.
- 06 Mar** **Open Contest**—Any kit/subject/scale.
- 03 Apr** **SPECIAL CONTEST #2: "APRIL FOOLS"**
- 01 May** **May Day**—Any kit/subject/scale.
- 05 Jun** **Rotary Wing**—Any kit/subject/scale.  
 Sponsored Contest: "Lockheed Martin" (Patrick Dick)
- 10 Jul** **SPECIAL CONTEST #3: 1945**  
 Sponsored Contest: "Adversaries" (Mike & Matt Blohm)
- 07 Aug** **ASM Swap Meet**—no contest.
- 04 Sep** **Trainers**—Any kit/subject/scale.  
 Sponsored Contest: "It's All Greek to Me" (Gil De La Plain)
- 02 Oct** **Nuclear Winters**—Any kit/subject/scale  
 Sponsored Contest: "Hawker Aircraft" (John Tate)  
 Sponsored Contest: "Nuclear Heritage Model Display" (Defense Nuclear Weapons School Museum)
- 06 Nov** **Open Contest**—Any kit/subject/scale.  
 Sponsored Contest: "Best Little Fokker" (Don Smith)
- 04 Dec** Sponsored Contest: "Steampunk" (Jerry Little)  
 Plus Model of the Year competition!

**Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website: <http://tinyurl.com/asmsched>**

told would have been fascinating I'm sure, although they likely would have been disturbing also. Now of course it is 30+ years too late. Thinking back to when I was a lad (and I'm not *that* old, honest) we still had WWI vets around in the local pubs and I can remember hearing from one veteran who served on the Somme in 1916. He was one of six friends who walked ten miles to the nearest large town to enlist when war broke

out in August 1914. He was the only one who came back. I can remember him saying that he had nothing particularly against the Germans but he truly hated the mud and the rats. If only I could remember or could have recorded more of what he said, as he was unusually open for the time. Sadly, I cannot. One thing that I *can* remember though, is the sound that some of those guys who had been gassed would make when they started to cough. That was bad enough to haunt your dreams....

Anyway, if you do have the opportunity to speak to a vet about their experiences (obviously without pressurizing them or being intrusive since some may have very good reasons for not wanting to talk about the things they went through) then please do so. It's sad to see so many veterans passing on and so much information going with them. We should all try to do our part to record what little we can. The BBC began a project to do exactly this, a couple of years ago and some of the information is available on their website, if you care to look. I am glad to say that ASM assisted in this at the end of last year too when we had two WWII vets come in to talk to us about their experiences both in the Pacific and Europe at the close of the war. Their discussion was filmed and is available on the ASM website, in case you missed the meeting or would like to refresh your memory on what they talked about. That was a fascinating evening and we should take every opportunity to repeat that if the opportunity arises, so if you know of a veteran that would like to talk to us about their experiences, please let either myself or one of the other E-Board members know and we'd be happy to try and set something up.

Also on the subject of Living History, we have a new museum in town, as Fred Franceschi mentioned at our last meeting. It sounds as though they have quite a number of military vehicles, although space limits the number that can be displayed at any one time. So, as they will rotate their exhibits, it may be worth regularly going along and checking the museum out as you may get to see something different each time.

They don't seem to have a website yet (that I could find anyway) but there is an article available on the *Albuquerque Journal's* website (<http://tinyurl.com/asm1508a>).

## FRED'S FOTO FILE

### FRED FRANCESCHI

#### First Flight of the B-2

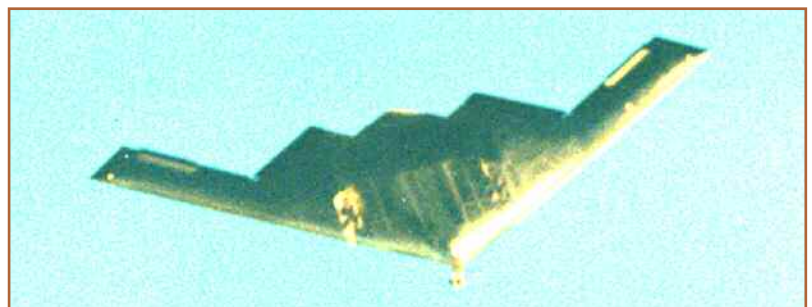
It was in the early morning on July 17, 1989. I'd been waiting for several hours to see this thing. And then, in the distance I saw it, slowly moving across the ground. It looked like Edgar Allen Poe's black raven, hunched over as it searched the ground for food to kill. Then another



long wait. And then, something I'd never seen before and have never seen since, large and jet black, slowly coming towards me as it rose into the air, and this huge bird flew almost directly over me as it started on its way.



I was watching the first flight of the first Northrop B-2 Spirit stealth bomber as it flew from the manufacturing facility at Palmdale Airport to Edwards Air Force Base for testing. The landing gear was kept in the down position and I could look into the wheel wells as it flew over. No one was going to risk anything getting this aircraft to Edwards. This was not so much a test flight as it was a flight to get it to where it could be tested.



This adventure started several months earlier. An officer I worked with in the Army Reserve was fairly high up in the B-2 program. He knew that I was interested in aircraft, so he told me where to be, and when. And I was.

*[Editor's note: The full text of Fred's article and several more photos from this historical event (larger and in full resolution) are in the Bonus Pages. -JW]*

Don't forget that we also have other museums in town, including the Nuke museum, the Holocaust museum and even the often forgotten Ernie Pyle museum. So if you have a couple of hours spare, why not visit one of them, brush up on your history and perhaps get some modeling inspiration too?

need some help with the model entry registration, which occurs on Friday, August 28, and Saturday, August 29, from 9:00 A.M. to 5:00 P.M. on both days. We will be asking for volunteers at the August 7 ASM meeting. We will also send out an email later in the month requesting help.

For more info on the model contest, check out the ASM webpage (<http://tinyurl.com/asmfair>).

## VICE PRESIDENT'S REPORT

### MIKE BLOHM

As mentioned above, ASM won the 2014 IPMS/USA Chapter of the Year Award, which was announced at the IPMS/USA National Convention on August 25. A big "congratulations" and "thank you" to all ASM members for their hard work and support to the club's programs and efforts in 2014, which made this award possible. We will endeavor to keep ASM a fun club to belong to as we learn more scale modeling ourselves, and promote the hobby to others as well.

This month we have the ASM-sponsored model contest at the 2015 New Mexico State Fair. Members are encouraged to enter models in the contest—there are eighteen separate classes to enter in. ASM's display-only theme this year is "1945," so please bring entries and display models that fit that subject. We are looking for aircraft, armor, ships, figures, and dioramas. We will also

## IN THE BONUS PAGES!

### JOE WALTERS

In this month's **Bonus Pages**:

- Contest Director's Report (sorry, it didn't get here in time to make the main pages!)
- Winning models from both of the July contests
- The full text and photos of Fred's Foto File, including Fred's mug shots
- Some comments from our German readers on Fred's Foto File from last month
- Fred has a bit of memorabilia inspired by a recent *Finescale* article
- Joe's Foto File! Last month, the T-37; this month the T-38.
- Our hobby gets some notice in a famous major daily puzzle

#### Master

Tony Humphries . . . . .	680
Glen Bingham . . . . .	624
Ken Liotta . . . . .	565
Larry Glenn . . . . .	516
John Tate . . . . .	478
Brian Peck . . . . .	279
James Strickland . . . . .	274
Mike Blohm . . . . .	170
Josh Pals . . . . .	127
Dave Miller . . . . .	125
Victor Maestas . . . . .	114
Michael Foust . . . . .	75
Danny Williamson . . . . .	25

Patrick Dick . . . . .	4
Dave Straub . . . . .	2

#### Intermediate

Ken Piniak . . . . .	866
Partap Davis . . . . .	566
Frank Randall . . . . .	459
Bret Kinman . . . . .	287
Len Faulconer . . . . .	131
Gil Johnson . . . . .	125
Jeff Frickstad . . . . .	110
Gorham Smoker . . . . .	110
Pete Armijo . . . . .	100
Jack Garriss . . . . .	85

#### Basic

Richard Milner . . . . .	25
Kyle Garber . . . . .	4
Tim Wood . . . . .	4

Jeannie Garriss . . . . .	1035
Keith McIntyre . . . . .	8
David Paul . . . . .	2

#### Junior

Josh Kinman . . . . .	325
Anthony Jackson . . . . .	150

## MODELER OF THE YEAR POINTS STANDINGS

As of 31 Jul 15

## CONTACT INFO

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

# BONUS PAGES!

## THE FINER POINTS

### JERRY LITTLE

[Editor's note: this item came in just too late to include in the printed pages. Sorry about that, Jerry! -JW]

Early morning spring 1945, and the *Papagei Staffel* were preparing for takeoff to conduct a cover mission for the primary Luftwaffe aircraft of *Jagdverband 44*... better known as JV44. *Der Galland-Zirkus* (Galland's Circus) primarily flew Messerschmitt Me-262 jet fighters, but they also had long-nosed Doras (Fw-190-D9s and D11s) they used to cover the jets during takeoffs and landings. The Fw-190-D9's lower surfaces were painted bright red with white stripes in order for the ground anti-aircraft guns to distinguish between the Doras and the enemy. On the other side of the channel, Lt. Raymond A. Dyer was warming up his P-51D he called Lazy Daisy for the day's flight. It is unknown if the two aircraft ever met in combat, but what we do know is that *Der Galland-Zirkus* and his Parrot Squadron (FW-190-D9s) racked up a tremendous number of kills in early 1945. In April and May of 1945, the records show that JV 44 had a combined 47 kills. Galland earned 7 kills before he was injured and left the squadron.

Perhaps not in combat, however, these two aircraft *did* meet again on the tables of the ASM Special contest for July. This month's contest was "1945," and was open to any subject or scale, friend or foe, that was recognized as a part of the year. In **Masters Class**, Larry Glenn won Best Entry and People's Choice for his 1/48 Tamiya FW-190-D9 in *Papagei Staffel* colors. The "Parrot Squadron," as it was often called, was represented by Larry's brightly-colored aircraft of "Red 3," one of three D-9s, and piloted by Hptm. Waldemar Wübke during the spring of 1945.

Over on the **Intermediate** table, Jerry Little (me) won Best Entry and People's Choice for his 1/32 Tamiya P-51D "Lazy Daisy" in 4th FG, 334FS, colors. I finished my model in natural metal with stencil painted markings for Lt. Raymond Dyer's Mustang. This kit was complete with movable surfaces and a removable cowl typical of the quality of Tamiya kits.

This special contest wasn't just about the air war. In **Masters**, Fred Franceschi entered a nice Su-100 Tank Destroyer that was common on the battlefields of 1945. By mid-1945, over 2300 Su-100s had been built by the Soviets, and they remained in service for many years. The tank was built on a T-34 chassis, where the turret was replaced with a casement style upper that allowed for the 100mm gun. Fred's model was awarded Best Armor Entry for Masters.

There were no entries in **Basic** and **Junior** but there were a few in **Masters** and **Intermediate**. John Tate entered a trio of beautiful Japanese aircraft; J2M3 Raiden (Jack), N1K1-Ja Shiden (George) and a nice Grace (Aichi B7A2 Ryusei). Mike Blohm entered a P-47N, F6F-5 Hellcat, and, from the ETO, a V-1 "Buzz Bomb." Finally, in armor, Victor Maestas showed a 1/35 Su-85M, the predecessor to the Su-100 Tank Destroyer.

In **Intermediate**, along with my P-51, Frank Randall entered a nice 1/2 F6F-5N Hellcat. In armor, Wayne Sprong had two nice tanks in 1/35. His two experimental Hai Chai Tanks represented the Mk I and Mk II. All in all, our July Special contest "1945" was well represented.

As for Lt. Dyer's Mustang meeting up with Hptm Wübke's Fw-190D-9... it doesn't appear to have happened, but Lt. Dyer was close... Here's what Lt. Dyer had to say in his combat report from April 4th, 1945:

"I stayed with the bombers and about 0945 hours, saw an Me-262 maneuvering for an attack about 5 o'clock. I peeled off on him and opened fire at about 800 yards, closing to 600 yards. I gave him a 3-second burst and saw many strikes in the cockpit... he flew about 10 seconds straight and level and went into a dive and started to spin. I took a picture of him blowing up when he hit."

I guess Lt. Dyer's disappointment in not shooting down a Dora was short-lived. To be one of the few who was able to bag a Me-262 made up for it!

### The Final Point

Special contests are always fun in that they provide a great opportunity to build something special for a club contest. The topics are always pretty interesting and bring out the best pedigrees when it comes to subjects. What are the chances two closely-related subjects (P-51D and Fw-190D-9) both in the same theater of operations, both with close ties and historically significant, would end up on our table unplanned? What occurred to me was that if Larry and I had thought about it, we could have paired up for Mike and Matt Blohm's Sponsored contest in July, "Adversaries." Modeling is great!

July had both a Special and a Sponsored contest. Specials are a no-points contest that meets a special theme voted on by the club. Since no points are awarded, the modelers compete for the pride of being recognized and a chance to build something they like. Sponsored contests are devised, hosted, and governed by individual club members. They also don't apply points to Modeler of the Year, but often have a unique award presented by the contest sponsor. In the case of July's sponsored contest, Mike and Matt had an amazing group of models to judge. Thirty-six models were on the table and they were all superb. Modeling really is great!

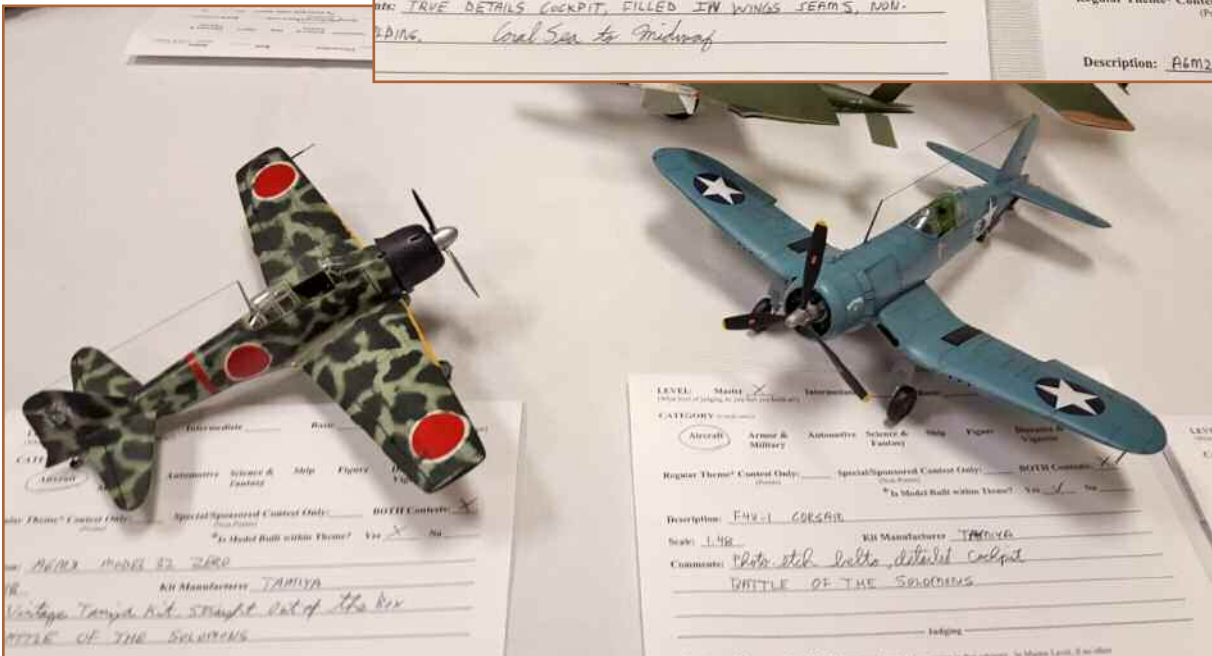
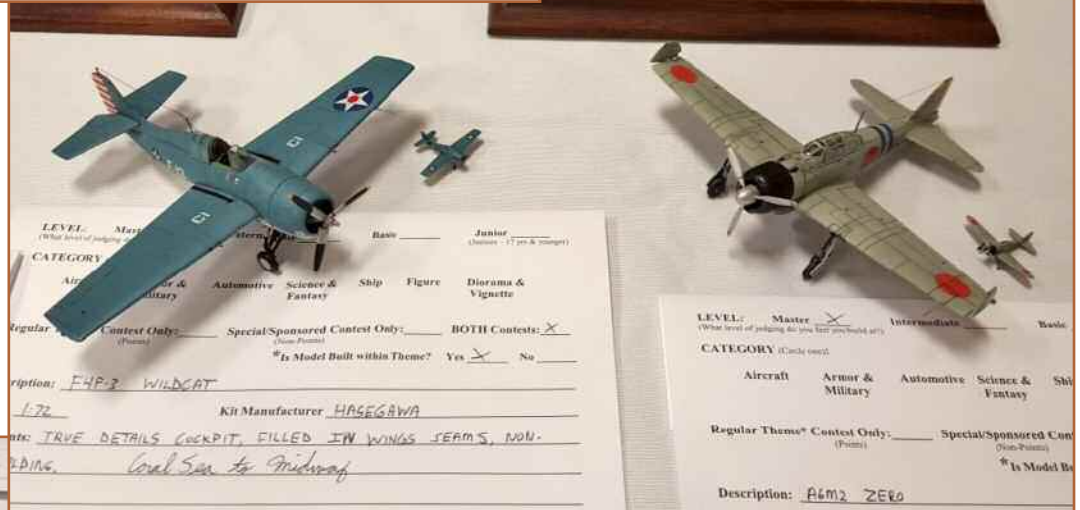
# BONUS PAGES!

## JULY CONTEST WINNERS

Winners of the "1945" July Special Contest, top to bottom: Jerry Little's P-51D "Lazy Daisy," Larry Glenn's Fw 190D-9 JV-44, and Fred Franceschi's Su-100 Tank Destroyer.



This page and following: Winners of the Mike & Matt Blohm-sponsored contest "Adversaries," top to bottom: Patrick Dick's Soviet TIE Fighter vs. USN X-Wing Fighter (Sci-Fi entries); James Strickland's A6M2 Zero vs. F4F-3 Wildcat (1/72 entries); and James Strickland's F4U-1 Corsair vs. A6M3 Model 32 Zero (1/48 entries).



Victor Maestas's F-105G Wild Weasel vs. SA-2 Guideline SAM (1/32 and 1/35 entries); James Strickland's *Final Countdown* A6M2 Zero vs. F-14 Tomcat (Outside the Box); and Aleya Montaño's Gundams (Junior entries).





Glenn Bingham's F-105G Do24K-1 vs. F1M2 Pete (Matt's Favorite); and Brian Peck's F4U-1 Corsair vs. A6M2 Zero (Mike's Favorite).



# BONUS PAGES!

## FRED'S FOTO FILE

### FRED FRANCESCHI

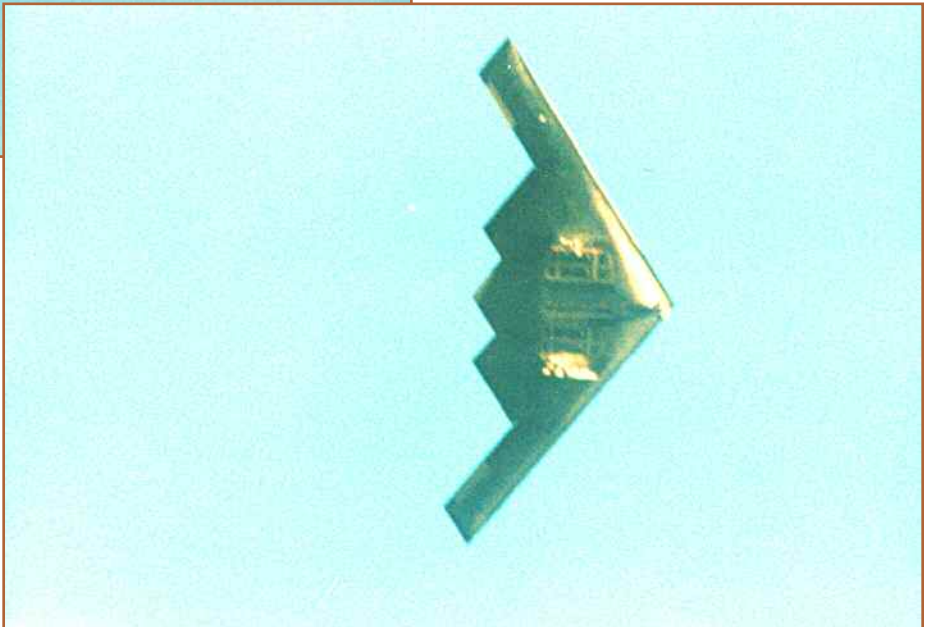
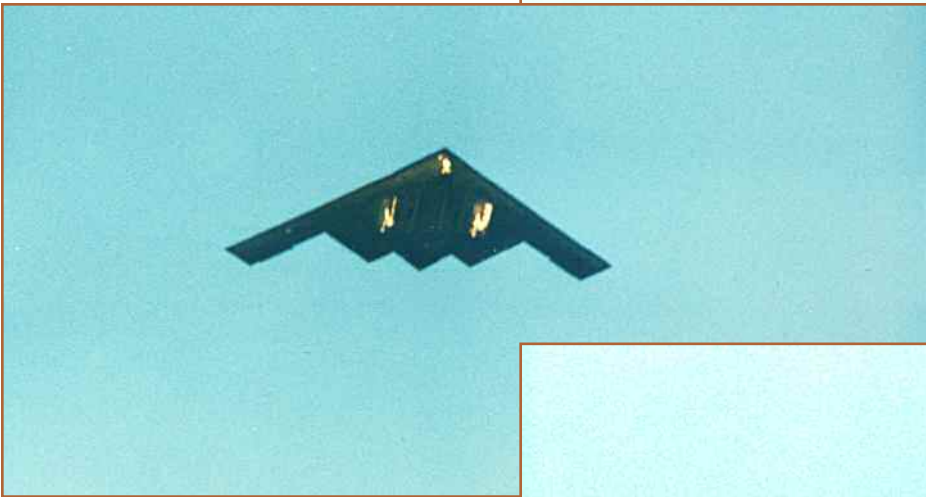
#### First Flight of the B-2

It was in the early morning on July 17, 1989. I'd been waiting for several hours to see this thing. And then, in the distance I saw it, slowly moving across the ground. It looked like Edgar Allen Poe's black raven, hunched over as it searched the ground for food to kill. Then another long wait. And then, something I'd never seen before and have never seen since, large and jet black, slowly coming towards me as it rose into the air, and this huge bird flew almost directly over me as it started on its way.

I was watching the first flight of the first Northrop B-2 Spirit stealth bomber as it flew from the manufacturing facility at Palmdale Airport to Edwards Air Force Base for testing. The landing gear was kept in the down position and I could look into the wheel wells as it flew over. No one was going to risk anything getting this aircraft to Edwards. This was not so much a test flight as it was a flight to get it to where it could be tested.

This adventure started several months earlier. An officer I worked with in the Army Reserve was fairly high up in the B-2 program. He knew that I was interested in aircraft, so he told me where to be, and when. And I was.





Later, because I'd seen the first flight, he gave me a coffee mug. It shows the B-2 head-on, with the inscription "Out of the Black." When coffee or hot water is added, it shows "Into the Blue." That's a very special mug in my collection.



And I have a strong memory of the B-2 moving along the taxiway. Because there is no rudder or other vertical surface, from the side view it really does look like a "hunched over" bird, not an airplane.

And writing this article causes me to think about another experience I had in the Palmdale area many years earlier. I was hunting for ground squirrels in the foothills to the Southwest of Palmdale, when I just happened to glance upwards. Something was climbing as it came towards me, then it turned and flew directly away from me. This happened so quickly that I was not able to even picture the shape in my mind. I knew I saw something, but didn't know what it was and couldn't even imagine the shape. Years later, when the SR-71 was made public, I figured that was what I saw.

I know that there are many much better photos of the B-2, but these ones are special to me.

# BONUS PAGES!

## YORKTOWN

### FRED FRANCESCHI

When I got my mail on Thursday, July 30, the new issue of *FineScale Modeler* was there. And on page 50 is a Workbench Review of Merit's 1/350-scale USS Yorktown. Here is a photo of my father's Navy Assignment Book, and it indicates that on June 20, 1942, he was transferred to VF Squadron 42 on the Yorktown. But the Yorktown was sunk On June 7, during the Battle of Midway. Sometimes history has a way of confusing things.

**CONTINIS SERVICE CERTIFICATE**

C. S. C. No. 140953 NAME FRANCESCHI, Alfred Fr SERVICE NUMBER 375-63-72

U.S. GOVERNMENT PRINTING OFFICE 4-2872

SHIP OR STATION	GRADE	CLASSIFICATION	DATE	RATING	REMARKS	PRECEDENCE IN RATING	SEAMANSHIP	MECHANICAL ABILITY	ABILITY AS LOOKER OF MEN	CONDUCT	CAUSE AND CHARACTER OF DISCHARGE	RECORDING FOR PROMOTION	SIGNATURE OF COMMANDING OFFICER
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KINGFISHER AVIA. REPAIR UNIT	NA.3. 881 Harbor T.H.		9-20-41	AM.1		57	36	37	40				<i>[Signature]</i>
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Base Force. Av. Repair Unit.	Pearl Harbor, TH	T	1-21-42	AM.1		38	38	38	40				R. S. RIDDELL P. C. BOLLES, Jr.
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CASU THREE	Kaneohe Bay, TH	T	6-20-42	ACM(A)		40	40	40	40				V. F. MC CORMACK J. F. MC CORMACK
VF Squadron 42	USS YORKTOWN	R	6-20-42	ACM(A)		-	-	-	-				V. F. MC CORMACK
VF Squadron 42	USS YORKTOWN	T	6-22-42	ACM(A)		40	40	40	40				<i>[Signature]</i>
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CASU 2	- - - - -	T	9-3-42	ACM(A)		40	40	40	40				<i>[Signature]</i>
ACORN (RED) ONE	CANUS	DIS	12-21-42	ACM(A)	4	FINAL AVERAGE 39					HONORABLE E of E	YES	B. M. COLEMAN B. M. COLEMAN
ACORN (RED) ONE		ENL	12-22-42	ACM(A)	4								<i>[Signature]</i> B. M. COLEMAN

# BONUS PAGES!

## FRED'S FOTO FILE FOLLOW-UP

### FRED FRANCESCHI

#### Auto & Technik Museum at Sinsheim

[Editor's note: Once again, we have heard from our friend Volkmar Rosner, from the model club in Hannover, Germany (we need to get these guys over here for a Chile Con or something!). He was interested in Fred's Foto File last month, and had some comments about it, slightly edited here for clarity (Volkmar's English is much better than my German, I assure you). -JW]

Hello Joe!

I enjoyed to read your July Issue and I have some annotations to the photos from Sinsheim.

The Pz III No. "124" is really a Flamethrower Tank, exactly the last one remaining. So it's not a gun barrel, but the flamethrower tube. And it is a "Pz. III, Ausführung N."

I am a little uncertain about the word "bustle." Does it mean the storage box at the turret neck? The so-called "Rommel-Kiste" was an important accessory-part in the later years of WWII. That it is missing means that the original box was destroyed and there was no other found to replace it.

The problem with all the exhibits at the Sinsheim-Museum is that they all are not restored to original condition. In fact there are some very free "interpretations" of the originals... (some very, very free...). Even—and especially—the camouflage painting.

The red painting on the edges of the STUG III-driver's hatch is surely post-war painting. Originally, the interior painting of all german tanks was white, and all parts that would be visible through opened hatches were first "Panzergrau" and later "Dunkelgelb" or "Sandgelb."

There are two possible explanations:

1. The STUG III is a gift from the "Wehrtechnische Studiensammlung Trier" and they often used red colour to mark the thickness of the armor-plates, especially by cut-offs.
2. The tank is still ready for running and it is simply a warning colour for a dangerous part, where you can squeeze your fingers badly.

The sign "Schwerer Spähpanzer EBR" belongs *not* to the Stuart in the background, but to the still visible muzzle-brake on the left. The EBR 75 is a french eight-wheeled Recce-Tank from the '50s.

The Museum Sinsheim is a "Förderverein," which means "friends-association," and the members try to care for and restore the exhibits, but very often it's more amateurish "good will" than professional knowledge.

For a complete layman is it okay when the exhibits are fresh-painted and shiny, but the expert gets a toothache when he sees the mistakes...

Best wishes,  
Volkmar.



After reading this, Fred responded: "I really enjoy Volkmar's additional information and corrections for my column. His knowledge fills in gaps in my own, and makes *Fred's Foto File* more useful and informative for all of us. -Fred"

# BONUS PAGES!

## JOE'S FOTO FILE: T-38

### JOE WALTERS

The theme for the September points contest is **Trainers**, and last issue we looked at the T-37. This time, it's the White Rocket, the mighty T-38 Talon, which I only flew as a student but will *never* forget. What a sports car! I took all of these photos—except where noted—with my trusty old Instamatic (same one I used for last issue's article), and please remember that I was looking thru a tiny view finder held a few inches ahead of my face (helmet, visor, oxygen mask), and if I had to turn around (as in the first photo), I was constrained by a parachute, seat harness, g-suit, and other such things that render one totally unable to tell what one is photographing! That's why this first shot is so far off center.

And as with the previous article, in-flight shots were taken in formation, while the instructor was at the controls!

This was a formation takeoff (solo student in the other plane). What's noteworthy here for modelers is how the gear doors hang: they basically don't on the T-38. When you cycle the gear handle, the doors all open, the gear retracts or extends, and then the doors close (except for the door segments attached to the gear struts themselves). Gear doors do not droop on a parked jet.



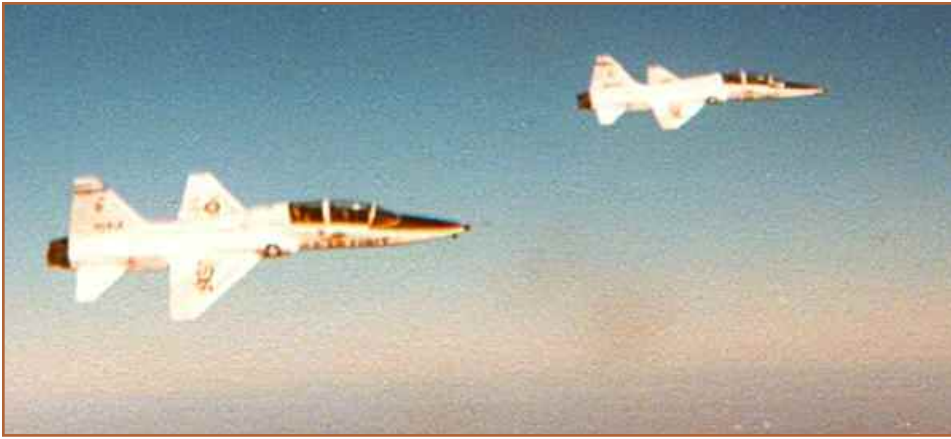
Below, a good look at the intake area and all the panel lines around the nose and top of the fuselage. Some antennae and a red blinky light can be seen, as can a fuel filler cap. You can also see my left wing in the mirror.





Here we are in a four-ship formation (doing this *will* get the heart rate rising!). You see the limitations of the camera here, as the T-38 in close formation just won't fit in the picture! Note the panel lines, and even a little skin wrinkling and discoloration ahead of the exhausts (contrast with the inset photo of a cleaner plane; even the red outline around the fire doors (for firefighters to stick hoses in during ground fires!) is clearer. Remember that, you detail hounds! A number of different placards and panels are clearly visible on the top plane, as is the stabilator. The T-38 doesn't have a horizontal stabilizer with elevators, the entire horizontal tail moves as a unit, hence "stabilator." This is to help with compressibility effects in transsonic and supersonic flight.

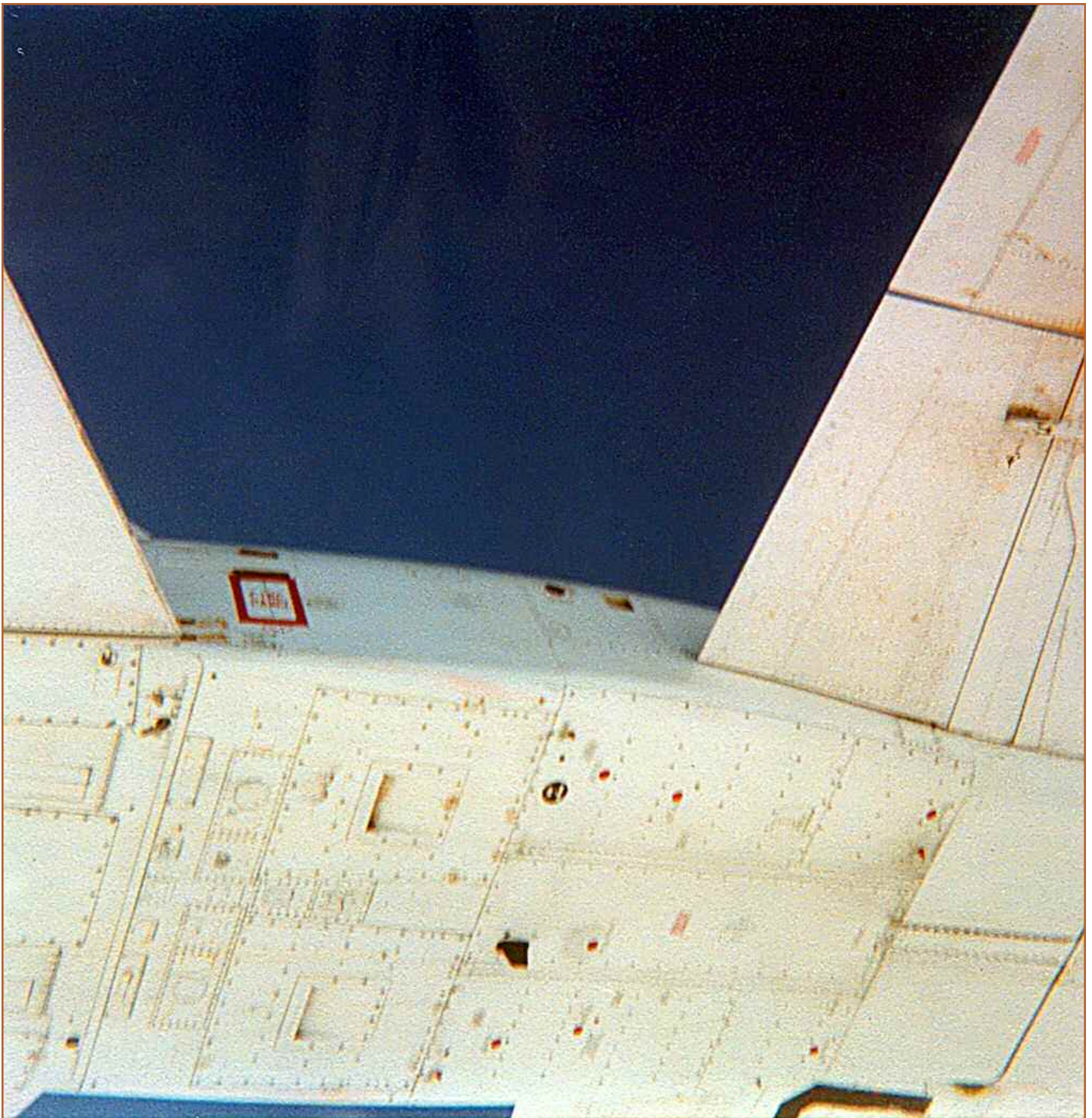




Left: Not a great shot, but the only picture I have that shows the upper wing surfaces.

Below, a little nose detail. You can see the “barber pole” striping on the pitot boom. In the foreground is the AOA (angle of attack) indicator. This was taken while flying west back toward Reese AFB, which is about ten miles beyond Beautiful Downtown Lubbock, Texas, visible in foreground. Hey, I can see my house from here!





How about another echelon turn? We're in close—you can read "Fire Panel." This gives you a good look at the panel lines and fasteners on the underside, and a bit of the gear doors. You can also see one of the flap actuators; the flaps were electric, and did not droop when the jet was parked.

More echelon turn shots follow, but none so close as this one!



One of my two “National Geographic” shots. Sometimes everything just comes out right. You can pick out a lot of paneling detail here, and some weathering patterns, as well as numerous little placards and such. The rectangular doors just left of USAF are the main gear doors, the ones that open and then close (the left main gear brings with it its own door, which has the “US” on it). Smaller squares just ahead of the gear doors are the speed brakes. They’re hydraulic, and they *do* droop on parked T-38s.

Good view here of flap actuators, ailerons & trim tabs, and the rotation point on the stabilator.

I showed picture this to a girlfriend long ago, and she asked why the sky came out so dark blue in the photo. *It’s that color.* The higher you go, the darker the sky gets. Ask any astronaut.

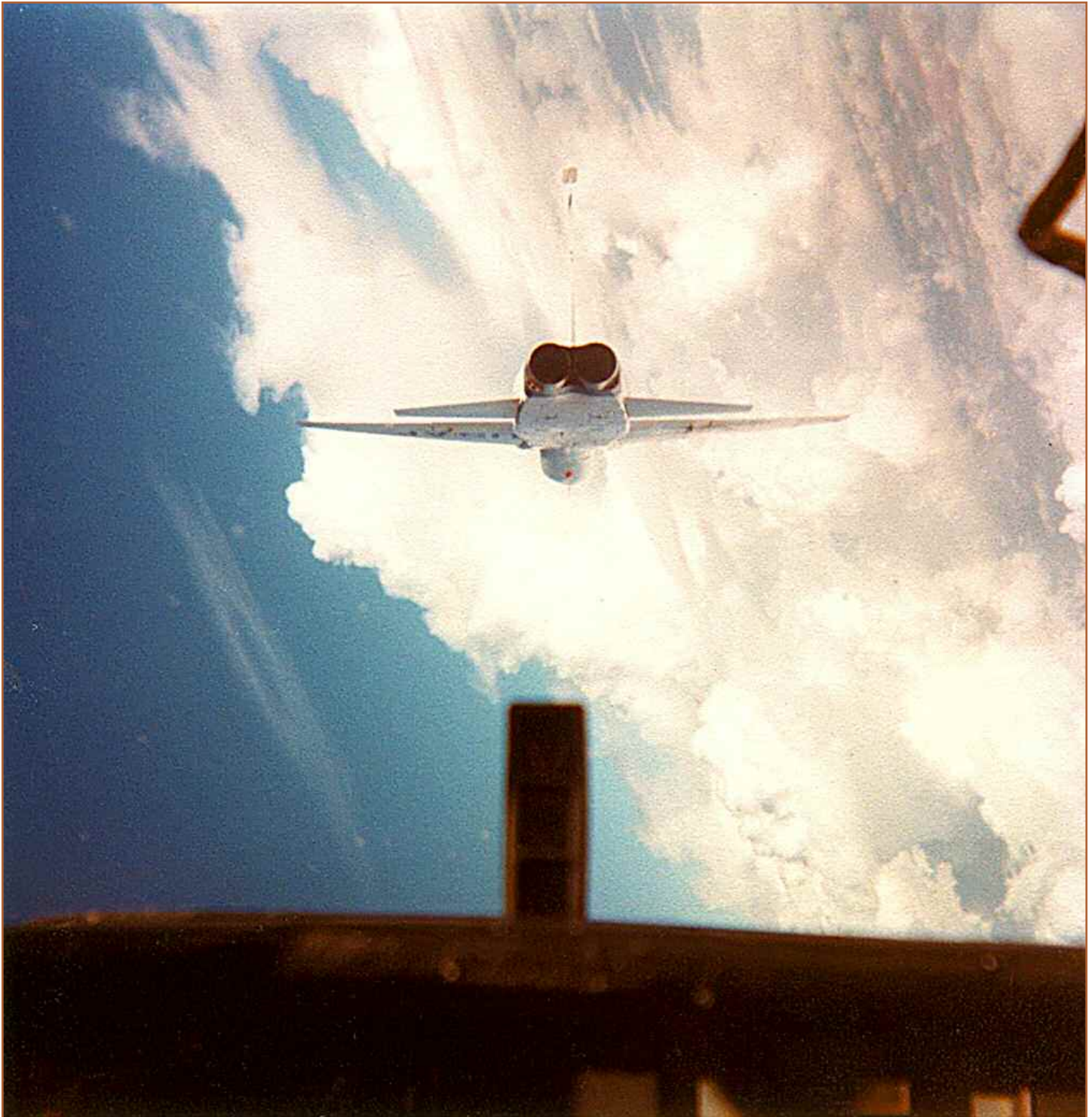
Here we are rejoining a four-ship formation to position four. My instructor saw I was taking pictures, so he moved out of position to give me a better shot.





Above: Four-ship fingertip formation, as seen from position Two. Note the red lights on the vertical tails.  
Below: Pitchout in progress, with a look at some underside detail.





One of my favorite shots, taken during a two-ship formation flight. We're in "close trail," which basically means we hold this position on the Lead aircraft as he maneuvers. The horizon here stretches from the upper left of the photo to the lower right. "Down" is to the upper right. Sorry, but Disneyland *et al* can't even come close to this experience!

Notice how thin the vertical tail is here. The wings and stabilators aren't much thicker! The T-38 is a "dry wing" plane; all the fuel is stored in the fuselage.



How about a little in-flight instrument panel detail? Here you can see we're in about a 45° left bank, turning towards the southwest, just below 15,000 feet MSL and in a slight climb (the instructor was flying, or we'd likely be at *exactly* 15K, of course!). The engines are at a fairly mid-range setting, with the tach reading about 60%. Sorry the photo isn't clear, or we could tell more. You try holding a camera steady at 1.4g in a maneuvering jet!



Above, my other "National Geographic" shot. Here we are over the West Texas oil fields. In both of these shots, you can see some good underside detail under different sun angles.







Above, some more detail of the tail and rudder area, with panel lines visible. From the reflections off the canopies, you can probably tell they applied Future to these planes...

Below, lots of visible panel lines and color/shading variations along the fuselage.





Above: Same camera, different photographer. One day, I had a solo formation mission. On the way out to the planes, I had the presence of mind to hand the camera to the student in the other plane and ask him to get a few shots. He took three snaps, the best of which is above. That's Joe, driving his favorite ride ever! I'm sure you can recognize.

Below, a selfie taken in 1982, before the word existed! On a whim one day, during a solo flight, I set the camera atop the instrument panel, pointed it back at myself, and pushed the button. And what a smile! "Hello, ladies... why, yes, I *do* fly jets, thanks for asking."



And those of you who like to put detailed figures in your planes can see a goodly bit of helmet and oxygen mask detail, as well as a few interior components.

The sticker atop the helmet wasn't USAF-issue, just something I picked up while in college.

(A couple of years later, while stationed in Oklahoma, I had one of those on my car's Texas license plate. It guaranteed I'd never hear the words "I'm going to let you off with a warning," but this was a matter of pride! Sorry, I digress.)



the rest of my class, and rest assured they were having much fun at my expense—as I did during their shots (for some reason, I’m always near the end of the line for things like this).

Here you can see placards and panels and various markings, as well as a goodly bit of interior detail and references for any figures to be included. Note this “figure” is wearing flight suit, boots, gloves, parachute, and g-suit. Also clearly visible at right is one of the square speed brakes, hanging down from the unpowered aircraft.

So! If anyone is building a Tweet or Talon for the September “Trainers” contest, I hope these two little photo sets will have been of use!

I debated whether to induce these two, but they do show some excellent detail close up (no need to include that guy’s face twice). A few days before graduation, we were all marched out to the flight line and photographed as you see. I thought they should have loaned us all a pair of velcro-attachable wings for the photo, but no. No wings until *after* the graduation!

Out of sight behind the photographer is

# BONUS PAGES!

## “JUMBLE” LOOKS AT MODELING!

### JOE WALTERS

On July 25, the online version of the daily syndicated “Jumble” puzzle/comic strip published the puzzle shown below, which featured a look at our little hobby. I get the impression from the verbiage that whoever wrote this one has some experience in the field!

In this day of dwindling resources for such things in print, it’s nice to know that not only can you still get this particular feature online, it’s an interactive version that lets you play the game for free every day! You can check them out on their web site by clicking here (<http://www.uclick.com/client/dmn/tmjmf>).

(Copyrights are as shown, and since I gave them a free plug in the previous paragraph we can hope they won’t send their lawyers after us!)

Oh, and if you would like to take a shot at that particular puzzle, it’s currently available here (<http://www.uclick.com/client/dmn/tmjmf/2015/07/25/index.html>). You can click on “Give Up” to see the solution; I solved it, cracking it in 22 seconds (at right). Do better! And no peeking before the timer starts!

**TIMER**  
0:22

**TIME BONUS**  
5x 4x 3x 2x 1x

**SCORE**  
1500

**CONGRATULATIONS!**  
You solved the puzzle!  
Maximum Score: 1,500  
Your Score: 1,500

**DAILY JUMBLE**

**TIMER**  
0:00

**TIME BONUS**  
5x 4x 3x 2x 1x

**SCORE**  
0000

**HELP**  
**PRINT**  
**GIVE UP**  
**HINT**

**Best Bond is on sale. It will work fine for you.**

**No. We need Model Master glue. It's the best!**

**WHEN IT CAME TO BUYING THE RIGHT GLUE FOR THEIR MODEL AIRPLANE, HIS FATHER WAS BEING A —**

X E Y O P  
P I L M E  
T Y R E K U  
A S A C U B

\* SOLUTION \*

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