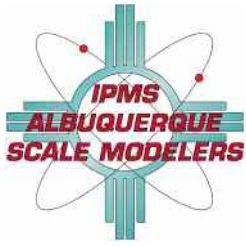


# ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

August 2016

## THE FEZ SEZ TONY HUMPHRIES

So August is here already, bouncing into our lives like an overly enthusiastic Labrador poking you with the soggy end of a squeaky toy (ask me how I know this...). Doesn't time fly, etc., etc.? So what does this month bring us in ASMLand? Well, of course, there is the semi-annual swap meet, where men and women of taste, discretion, and discernment swap, sell, barter, or trade for a handful of magic beans, a variety of kits old and new. There are always good deals to be had and it seems rare that people try and sell stuff for the full market price at these events, which is a trend that should be encouraged—we are all fellow modelers after all, and few of us are as rich as Creosote (or Croesus if you want to be picky—king of Lydia, allegedly, in around 550BC and not short of a buck or two according to Legend; although what a



resin aftermarket company from South Korea would know about it, I am not entirely sure) so why not cut your colleagues some slack and offer them a good deal? Actually that raises the interesting question of what would the aftermarket accessories look like if they were coming from North Korea, instead of South? Presumably they would be roughly hewn lumps of wood that you had to nail on to your model with six-inch nails, after chewing them into an approximation of the correct shape with your own teeth (or someone else's if you have access to them). And you'd be glad of the nutrition too, unless you want to spend a few years in a mosquito infested swamp in a brutal, secret, political re-education camp. But enough about Rio Rancho. Come along to our next meeting with the contents of your piggy bank and see what's available. There must be one or two kits that you can't live without, surely? I've picked up some gems at swap meets in the past, and you can too. Unless I get there first... Also, if you have any kits at the end of the night that you can't face taking home to the wife or hiding in the garage, please consider donating them to the ASML eBay campaign. We always seem to get a good response here and on behalf of the club, I would like to thank you for your generosity in this regard. It's always a useful fund raiser for us.

A couple of you will also likely be at the IPMS Nationals, being held this year in Timbuktu. Well, okay, it's in South Car-

July Meeting highlights, top to bottom: Brian Peck updates us on the latest model news; and the model room full of contest entries.



olina, but it's so far away for us in Region 10 that it might as well be in Mali. I know two or three brave souls will venture out that far with their pith helmets, team of Sherpas, quinine pills, cans of Yeti repellent, and maps with "Here be Dragons" prominently emblazoned upon them. It's too far for most of us to travel, though, unfortunately, as I am sure that the hosting chapter will do a splendid job—those who host it these days always seem to (except for the people who forgot to judge our Chapter entry a few years ago... but let's not go into that again. It was only three years work down the drain after all).

Hopefully someone closer to us will bid to host it again soon anyway. I have suggested that we try to bid for it ourselves as we haven't had one since the age of steam, or so it seems (well, 1995 seems like an awfully long time ago). But the level of interest in organizing it does not seem to be there. If I'm wrong about this, please let me know, and we can talk. But I do understand what a major undertaking it is and you need a large number of dedicated and possibly deranged and deluded individuals to get an event like this planned. We have enough of them to plan a Regional competition, but perhaps not quite the level of lunacy required for a National one. Oh, well. Such is life. I wonder if anyone has ever suggested splitting the conventions into East and West before, instead of having one (not very) central one instead? I'm sure they have, so it's probably not a new idea but at least that way we'd be able to drive to them in less than a week, since everywhere that is awarded the convention seems to be on the East Coast these days. But then I guess that's where the people are. It's understandable but still frustrating for those of us out in the Wild West, though.

Talking of competitions, I should also mention for those who have not yet heard, that we have had a slight delay regarding Chile Con IV. It was due to be held on June 9 and 10 of 2017 but we are going to have to move it back a week, so **Chile Con IV** will still be held at the same venue (Marriott Pyramid) but will now be on the **16th and 17th of June 2017** instead. So mark that on your calendars. It doesn't really make much difference this far ahead, but does at least give you an extra week of building time.

Also regarding competitions, I have rescheduled the Revolutionary War/Bicentennial sponsored contest and it will now be in October, which will give at least one more of you the chance to finish something for it. With such a patriotic theme, I expected at least a handful of entries but we found the same issue with the Presidents theme recently. I guess neither one really appealed to people, which is surprising in a way. Whether that's a symptom of the malaise of modern America, a phobia of painting figures or a terrible outbreak

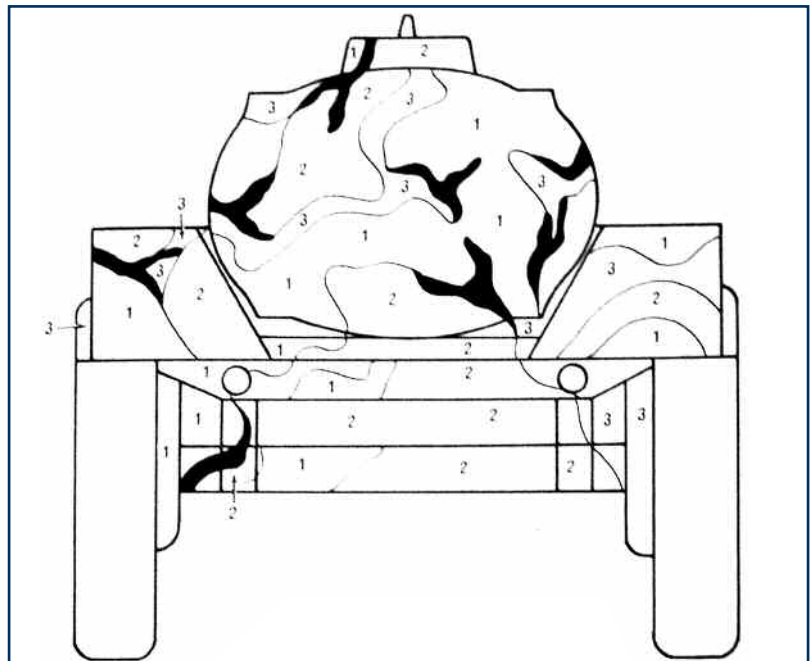
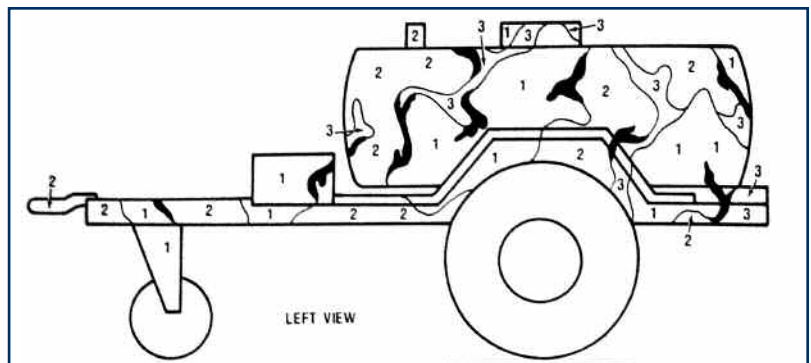
# FRED'S FOTO FILE

## FRED FRANCESCHI

### Camouflage Colors

This month's images are from two Army manuals that I acquired over the years, and are about Army camouflage colors.

FM 5-22, dated January 1956, has color chips of the twelve colors that the army used and referenced in other camouflage manuals. The colors were inserted in the manual as a page of color chips, protected from other pages in the manual by a piece of special paper. Joe Walters used the manual to make the color chips in his PDF Newsletter as accurate as humanly possible (maybe more accurate than humanly possible) to the actual color chips. Notice that the colors are numbered from 1 to 12. These numbers are referenced throughout other manuals. And as Joe fanned through the manual, he discovered that eighteen pounds of coffee grounds, properly burned, will make one pound of black pigment to mix in your paint.



How to paint a water buffalo using the 4-color paint scheme. The manual has the patterns for vehicles from tanks to armored cars to bulldozers.

Now you purists can grind coffee grounds to 1/35th scale and burn them, ensuring field expediency exactness. Have fun!

[Editor's note: The full text of Fred's article, the color chips, tables, and full diagrams (larger and in higher resolution) can be found in the [Bonus Pages](#). -JW]



of laziness (or maybe all three), I will leave the Sociologists among you to decide.

Anyway, having seen some of the contributions this month already, this looks like being another excellent newsletter, despite my input, so I won't waste any more of your time. Over to you then once again, gentlemen...

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## VICE PRESIDENT'S REPORT

### MIKE BLOHM

The next big upcoming event for the club is the ASM-sponsored model contest at the 2016 New Mexico State Fair, which has model entries on Friday, August 26, and Saturday, August 27. There are four different Sections (Junior, Senior Youth, Adult, and Professional) and eighteen different Classes (categories) of entries. You can earn 50 points per model entered in the contest and/or 25 points per model in the ASM display (max of three models total between the two areas). Please get with Josh Pals or myself if you'd like to help out with the entries or the judging. For the entries, we'd like to have two shifts per day (9:00 A.M. to 1:00 P.M., and 1:00 to 5:00 P.M.) with two people per shift. Judging is likely to be on Monday August 29 or Tuesday August 30. See the [ASM Website](#) for additional info on the State Fair and some maps on how to locate the Creative Arts Building. Flyers are available at Hobby Proz, and we will have some at the August 5 ASM meeting. Here's a representative photo of ASM's 2015 display, "1945."



Upcoming events include the following (links are available on the ASM Website):

- IPMS/USA National Convention on August 3 – 6 in Columbia, South Carolina
- Star Trek (50th Anniversary) Convention on August 3 – 7 in Las Vegas, Nevada
- NM State Fair: entries on 26 – 27 August
- Salt Lake City XVI Contest on September 24 in Sandy, Utah
- Chile Con 4 on June 16 – 17, 2017

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## THE FINER POINTS

### JERRY LITTLE

Just what we like to see at a club meeting: more construction work... no wait, that's not it. We like to see *more constructed works!* Not only that, but new people displaying their models as well. A great turnout for the meeting as well as a couple of great looking car models on the table from Chuck Herrmann, a new Albuquerquean and modeler. Chuck displayed the old Revell  $\frac{1}{25}$  Rain-X #33 Camaro in the #2 Glidden Paint livery of the Camaro Jamie Galles drove in 1996. The Sports Car

### Year 2016 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 08 Jan** **SPECIAL CONTEST #1:**  
**SCI-FI/SCIENCE/REAL SPACE/FANTASY**  
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 05 Feb** **ASM Swap Meet**—no contest.
- 04 Mar** **Open Contest**—Any kit/subject/scale.
- 01 Apr** **Rescue Me!**—Any kit/subject/scale.
- 13 May** **Anniversaries**—Any kit/subject/scale.
- 03 Jun** **SPECIAL CONTEST #2: US PRESIDENTS**  
Sponsored Contest: "Northrop Grumman" (Patrick Dick)
- 08 Jul** **Open Contest**—Any kit/subject/scale.  
Sponsored Contest: "Revolutionary War / Bicentennial Subjects" (Tony Humphries)
- 05 Aug** **ASM Swap Meet**—no contest.
- 02 Sep** **Captured!**—Any kit/subject/scale.  
Sponsored Contest: "100 Years of British Armor" (John Tate)  
Sponsored Contest: "Caricatures" (Gil De La Plain)  
Sponsored Contest: "Star Trek: 50th Anniversary" (Mike & Matt Blohm & Joe Walters)
- 07 Oct** **Empire of the Sun—Japan**—Any kit/subject/scale from the World Wars
- 04 Nov** **Open Contest**—Any kit/subject/scale.  
Sponsored Contest: "Big 'Uns" (Tim Wood)
- 02 Dec** 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>**

Club of America (SCCA) Trans-Am series hosted a pack of colorful Camaros in the '90s. We all remember the iconic #25/1 Hot Wheels Camaro of Jack Baldwin in '93 and the #3 Sunoco Camaro driven by Ron Fellows. Revell-Monogram basically offered the Camaro in those three liveries during the '90s. There were several aftermarket decals available from Slix for the model, with one being those of Galles's Glidden car. Unfortunately, things being what they are with licenses and all, we may never get a chance to build such iconic models in the future. Thanks to Chuck, we got a brief memory of diving down through the Corkscrew and Laguna Seca!

The **Masters** category was full of models in July. Larry Glenn earned a "Best of Show" for his  $\frac{1}{48}$  Tamiya Mosquito, while the people's choice went to Brian Peck for his Albatross. But there were plenty more in the category. There were so many aircraft that we split the category between props and jets. Brian Peck got a first for his MiG-31 along with Larry Glenn's Mosquito in props. We had some excellent armor on the table in both stand alone and diorama. Tony Humphries seems to have that area covered! Some other firsts were John Tate in Ships and Sci-Fi and Tony Humphries in figures.

**Intermediate** also had a large variety of models. Aircraft

were split into two categories, pre-1946 and 1946 and later. That made for some interesting judging. The pre-46 first went to Robert Henderson's Rumpler C.IV ("Rumpler" sounds kind of funny if you use your Sgt Shultz voice) and the '46 and later went to Chris Kurtze with his XB-35. David Epstein earned a first with his single entry Russian Akula Class Sub. Jack Garriss also earned a first with his Luna Rocket space thingy. Don Goodrich had a first in Diorama and Robert Henderson also had first in autos with his Ford 3 Window Coupe.

In **Basic**, David Haskins, who is a steady builder, earned Gold with his nice Panzer Kampfwagen IV Ausf D. Given his level of building, I think the armor builders in Intermediate should be worried when David moves up! Jeannie Garriss also earned Gold with her 2017 Ford GT. She always does a nice job and it's exciting to see what she is going to show up with at each meeting! The Junior category didn't have any models on the table this month.

### The Final Point

July marked just past the halfway point of our club contest season. And as always, the points are tight for Modeler of the year. I was always skeptical on the interest of the club when it came to points. That is because the members are such prolific and talented modelers. But what I've found is we also have a competitive edge as well. The points almost act as an encouragement to build more. One way to get more points is to enter

in the New Mexico State Fair. That is coming up in September and will provide an opportunity to earn points for entering and displaying. State Fair contest entries earn 50 points per contest entry model and 25 points for display models. There is a maximum of three models for any combination of entries or displays. So don't just save your talents for the club meetings, display them for the entire State!

## IN THE BONUS PAGES! JOE WALTERS

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

- July's contest winners
- The full text and photos of Fred's Foto File
- Ken Piniak visits a German maritime museum
- John Tate fills us in on the history of General Edward Giller, he of the recent local estate sale
- And more!



### Master

John Tate . . . . .	835
Tony Humphries . . . . .	801
Larry Glenn . . . . .	745
James Strickland . . . . .	574
Frank Randall . . . . .	505
Bret Kinman . . . . .	485
Brian Peck . . . . .	410
Ken Liotta. . . . .	373
Victor Maestas. . . . .	345
Mike Blohm . . . . .	330
Glen Bingham. . . . .	202
Keith Liotta. . . . .	156
Jerry Little . . . . .	150
Dave Miller . . . . .	104
Josh Pals . . . . .	12
Patrick Dick . . . . .	2

### Intermediate

Chris Kurtze . . . . .	1087
David Epstein . . . . .	860
Robert Henderson . . . . .	810
Len Faulconer . . . . .	770
Steve Brodeur . . . . .	460
Jack Garriss . . . . .	451
Partap Davis . . . . .	287
Michael O'Brien . . . . .	275
Theron Brawley. . . . .	233
Danny Williamson . . . . .	225
Don Smith . . . . .	212
Wayne Sprong . . . . .	210
Ken Piniak . . . . .	137
Tim Wood . . . . .	127
Mike Clagett . . . . .	125
Blaine Couch . . . . .	75
Jeff Frickstad. . . . .	27

Gil Johnson . . . . .	4
Michel Wingard . . . . .	4
Gorham Smoker . . . . .	2

### Basic

David Haskins . . . . .	785
Jeannie Garriss . . . . .	410
Anthony Weaver . . . . .	331
Don Goodrich . . . . .	300
Rolf Nitsche . . . . .	137
Keith McIntyre. . . . .	100
Kyle McIntyre . . . . .	100
Mark Yoder. . . . .	25

### Junior

Chris Kurtze, Jr. . . . .	129
Josh Kinman. . . . .	127

## MODELER OF THE YEAR POINTS STANDINGS

As of 24 Jul 16

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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! JULY CONTEST WINNERS



Top to bottom: David Haskins's *Panzer IV* (Basic); Robert Henderson's *Rumpler C.IV* (Intermediate); and Larry Glenn's *Mosquito* (Masters). There were no Junior entries.



# BONUS PAGES!

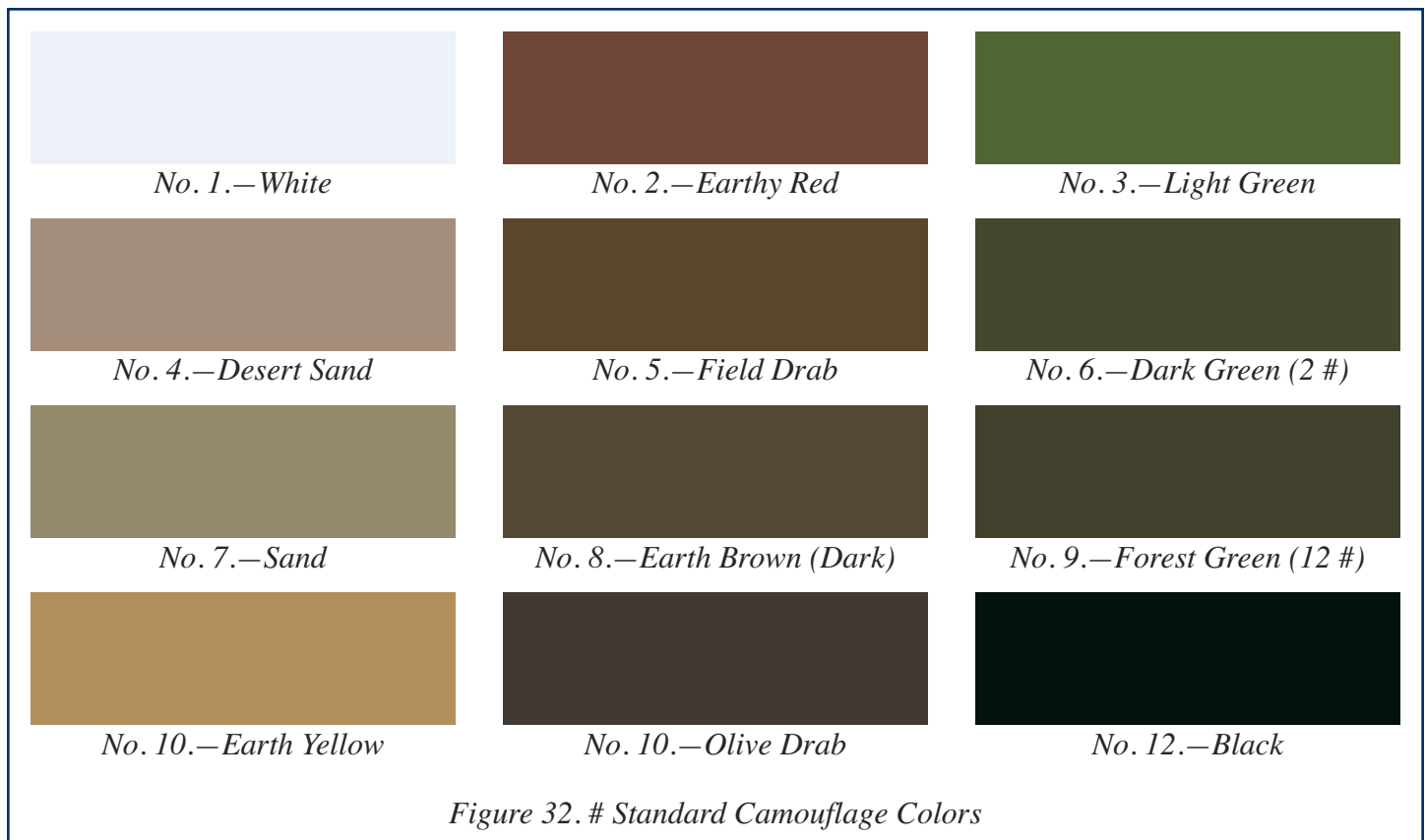
## FRED'S FOTO FILE

### FRED FRANCESCHI

#### Camouflage Colors

This month's photos are from two Army manuals that I acquired over the years, and are about Army camouflage colors.

This chart is from FM 5-22, dated January 1956. It has color chips of the twelve colors that the Army used and referenced in other camouflage manuals. The colors were inserted in the manual as a page of color chips, protected from other pages in the manual by a piece of special paper. Joe Walters used the manual to make the color chips in this PDF Newsletter as accurate as humanly possible (maybe more accurate than humanly possible) to the actual color chips. These are the colors as they would appear on a newly painted vehicle, and do not account for fading, distance, or the modeler's artistic license. Notice that the colors are numbered from 1 to 12. These numbers are referenced throughout other manuals. And as Joe fanned through the manual, he discovered that eighteen pounds of coffee grounds, burned, will make 1 pound of black pigment to mix in your paint.



*Editor's Note: The above is a re-creation of the chart in the manual, as I found a website that listed the RGB (also CMYK) values for these colors, and that saved me literally hours of color manipulation trying to get all of these right from a color scan of the page. If you're interested in using these values, visit <http://tinyurl.com/asm1608a> to see them and more. I did not even consider running this chart in the printed section of the newsletter, as inkjet printers are notoriously questionable about color accuracy between various standards, or, for that matter, between various copies within a print run! The colors shown above will look correct (or as correct as can be!) when displayed on a properly-calibrated*

RBG monitor.

I found it interesting that the online color mixes defined a white that wasn't true white—it's a very slight grey. And the black isn't fully black, it's an extremely dark grayish color.

The physical manual has actual paint chips on this page, and Fred has kept this manual in well-protected storage. They show no signs of fading. Ask him for a look at the book if you'd like to see these colors as they officially look! I note that there is no "white" chip, they just printed a black rectangle and let the paper show through.

As for that reference to coffee grounds, the manual in question says this under "How to make a black pigment:"

Used coffee grounds are placed in a bucket or suitable container and heated over a fire. Eighteen pounds of coffee grounds produce a pound of pigment. The fire should have a low flame to prevent ignition of volatile smoke; in case of ignition, a cover is placed over [the] container to snuff out flame ... When the thick smoke stops, it signifies the volatile matter has been removed and the grounds are thoroughly carbonized... It is then ground by any suitable means and the resulting powder sifted through a fine screen. The finer the powder, the better the paint... A black pigment can also be obtained by thorough burning of crankcase oil.

So next time you're at a Regional or National contest, find a modeler with a camouflaged Army piece, and tell him he got the black wrong! Hey, you commit to the hobby or you don't. Sadly, the manual gave no information on generating the other pigments.

Okay, back to Fred:

No.	Abbreviation	Color
1	W	White
2	DS	Desert sand
3	S	Sand
4	EV	Earth Yellow
5	ER	Earth red
6	FD	Field drab
7	EB	Earth brown
8	OD	Olive drab
9	LG	Light green
10	DG	Dark green
11	FG	Forest green
12	BL	Black

This table, recreated from TB 43-0209, dated October 1976, lists the colors and the referenced numbers shown in the color chart above. This is really interesting because I have a copy of the Federal Standard manual. It came out in 1968, well before the date of this Army manual. So the Army was not using the Federal Standards in 1974. I don't have a more recent camouflage manual, so the Army may still be using the 1 to 12 color system. Do all the colors have an FS equivalent?

Table 2. Camouflage pattern painting color chart for geographic and climatic changes

CONDITION	COLOR DISTRIBUTION			
	45%	45%	5%	5%
	COLOR NUMBER			
	1*	2*	3*	4
Winer US & Europe - verdant <sup>a</sup>	FG	FD	S <sup>c</sup>	BL
Snow-temperate w/trees & shrubs <sup>b</sup>	FG	W	S <sup>c</sup>	BL
Snow-temperate w/open terrain <sup>b</sup>	W	FD	S <sup>c</sup>	BL
Summer US & Europe-verdant <sup>a</sup>	FG	LG	S <sup>c</sup>	BL
Tropics-verdant	FG	DG	LG <sup>c</sup>	BL
Gray desert	S	FD	EV <sup>c</sup>	BL
Red desert	ER	EV	S <sup>c</sup>	BL
Winter Arctic	W	W	W	W

\*Color Numbers:

a. Verdant means generally green: in summer, due to trees, shrubs an grass; in winter due to evergreens.

b This color combination is for use only in areas that occasionally have snow which does not completely cover the terrain, thus leaving trees or patches of soil bare.

c. This 5% color should be the camouflage color that matches most closely the color of the soil in the local area. A typical color for such use is sand, but earth red, earth yellow, or one of the others may be closer to the predominant soil color and, in that case, should be used.

Table 2, recreated above, keys on the four-color camouflage patterns as used in 1976, and is also from TB 43-0209. Here is where the flexibility of the numbered paints comes in. When you look at the painting instructions, they reference numbers 1 through 4 of the patterns. So if the vehicle is in a “gray desert” area, color 2 of the pattern is FD, which is Field Drab. In a 1968 Camouflage manual, the patterns are generalized, show fewer colors, and do not indicate the preciseness of the 1976 manual. Interestingly, the word “winter” is misspelled in line 1.

Next two pages: How to paint a water buffalo using the four-color paint scheme. And the manual has the patterns for vehicles from tanks to armored cars to bulldozers.

Now you purists can grind coffee grounds to 1/35 scale and burn them, ensuring field expediency exactness. Have fun!



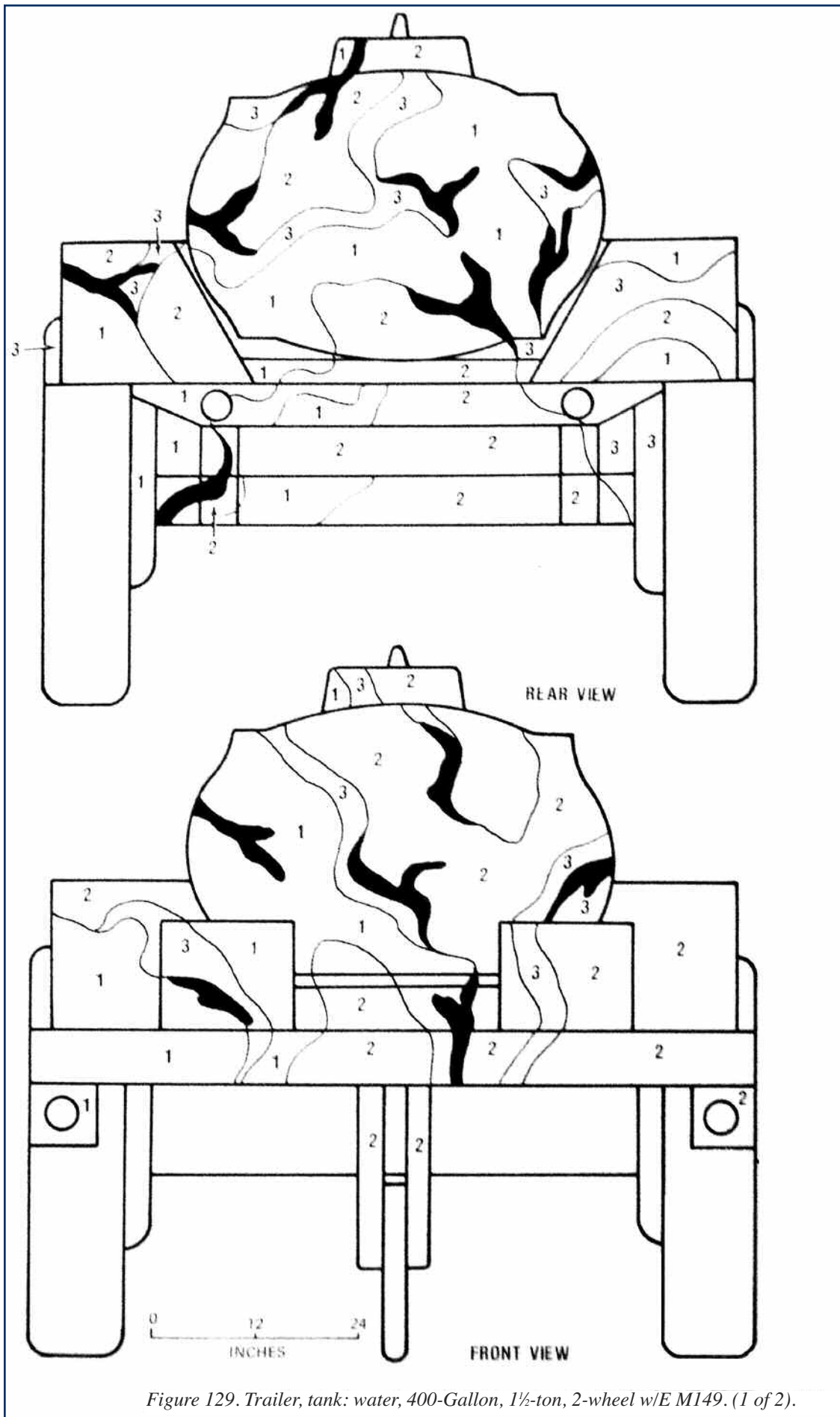


Figure 129. Trailer, tank: water, 400-Gallon, 1½-ton, 2-wheel w/E M149. (1 of 2).

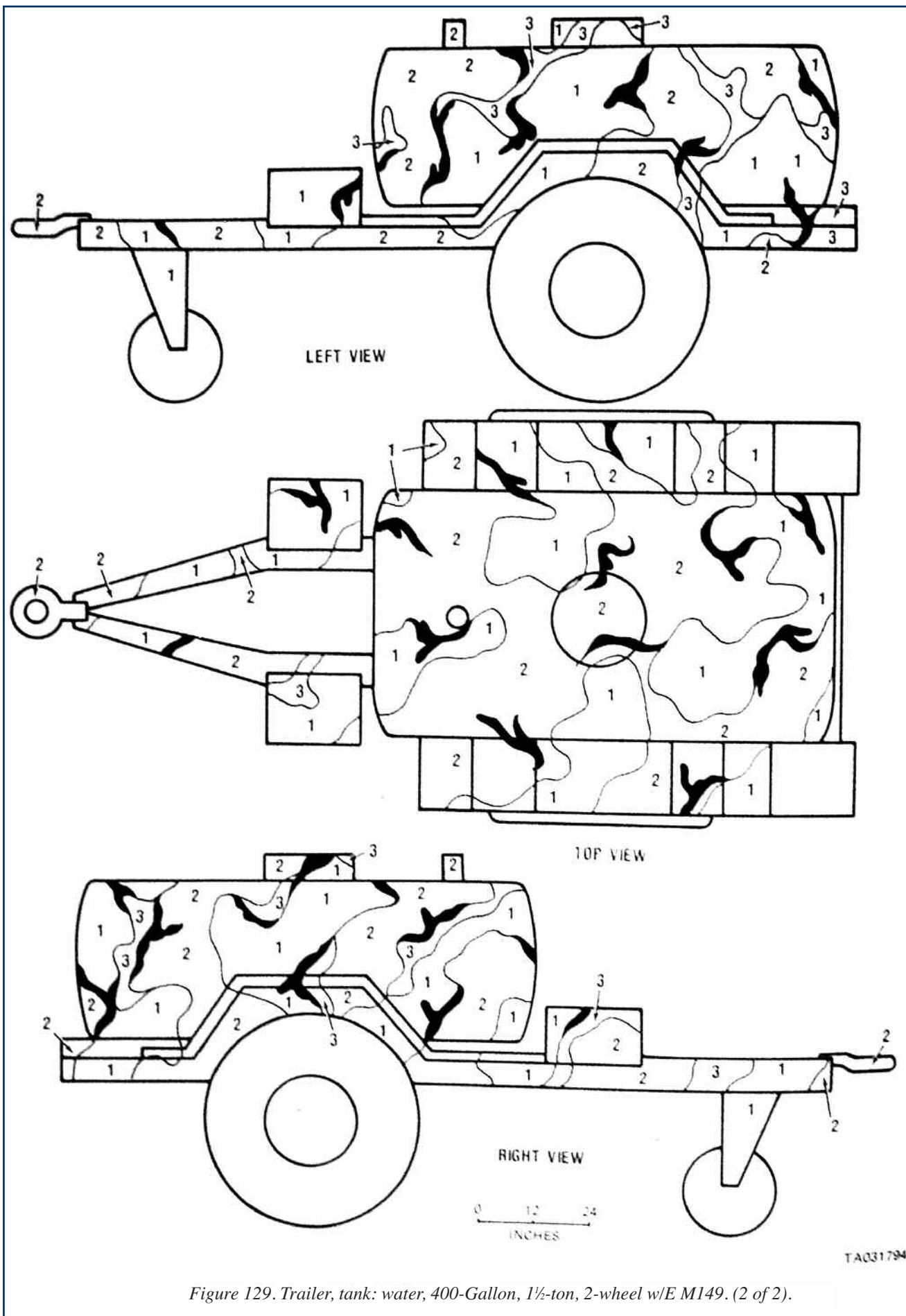


Figure 129. Trailer, tank: water, 400-Gallon, 1½-ton, 2-wheel w/E M149. (2 of 2).

# BONUS PAGES!

## THE DEUTSCHES SHIFFAHRTSMUSEUM

KEN PINIAK

### A Road Trip Into The Past, AKA The Deutsches Shiffahrtsmuseum

Reading the article by Rolf Nitsche in the July newsletter brought back some memories from my trip to the German Maritime Museum (or the Deutsches Shiffahrtsmuseum, as it is called in Germany), located in Bremerhaven. I visited the museum nearly thirty years ago, in 1988, while I was stationed in Germany with the US Army. The museum has expanded several times since then, yet still has many of the exhibits I remember from 1988.

The centerpiece of the museum was, and still is, the Bremer Cog, also called the Hansa Cog, a ship dating back to 1380. When I was there, the Cog was encased in a tank of polyethylene glycol to preserve it, a process that took nearly twenty years! The Cog was finally opened for display in 2000.

Another large piece in the military section was a well preserved “Seehund” Type XXVII U-Boat. The Seehund (seal) was the most successful Midget U-Boat of the war. There were a number of model ships of all types, along with other maritime exhibits. Outside there were even more artifacts, including a boat made of concrete!

In the harbor adjacent to the building are a collection of ships; including the three-masted bark *Seute Deern*, converted to a restaurant ship (where I ate lunch that day), the deep-sea salvage tug *Seefalke*, the whaling ship *Rau IX*, the lightship *Elbe 3*, and a post-war torpedo boat (looking at recent postings online, the lightship and the torpedo boat appear to no longer be there).

However, the main attraction for me was the Technical Museum Wilhelm Bauer, which is not officially part of the DSM. Originally the U-2540, a Type XXI U-Boat, the sub was scuttled on 4 May 1945 near the Flensburg Lightship. Raised in 1957 and commissioned in 1960 as the *Wilhelm Bauer*, she served for nearly twenty years as a training boat and test bed for new equipment and technology. Decommissioned in 1982, the *Wilhelm Bauer* was put on display as a museum in 1984.

When I toured the boat, the outside had not been fully restored to its wartime configuration. The anti-aircraft turret was missing from the top of the conning tower. The external restoration has since been completed, but as far as I know, the interior has never been restored to its wartime layout. There were just too many upgrades and modifications over the years. Two of the torpedo tubes were removed, along with the reloading gear. New torpedo systems were tested. New engines were installed. The conning tower was rebuilt several times. Various sonar and other systems were installed for testing purposes. But the boat still has the cramped feel of a WWII U-Boat. The tour of the inside of the boat covers the entire history of the boat, from WWII until the 1970s.

There are only three restored WWII U-boats left in the world; upon touring this one, I have visited all three. If you are ever in Germany, do not miss out on seeing this rare bit of history.

Links:

German Maritime Museum: <http://www.dsm.museum>

U-Boat Wilhelm Bauer: <http://www.u-boot-wilhelm-bauer.de/en>

Bark Seute Deern: <http://www.seutedeern.de/en>



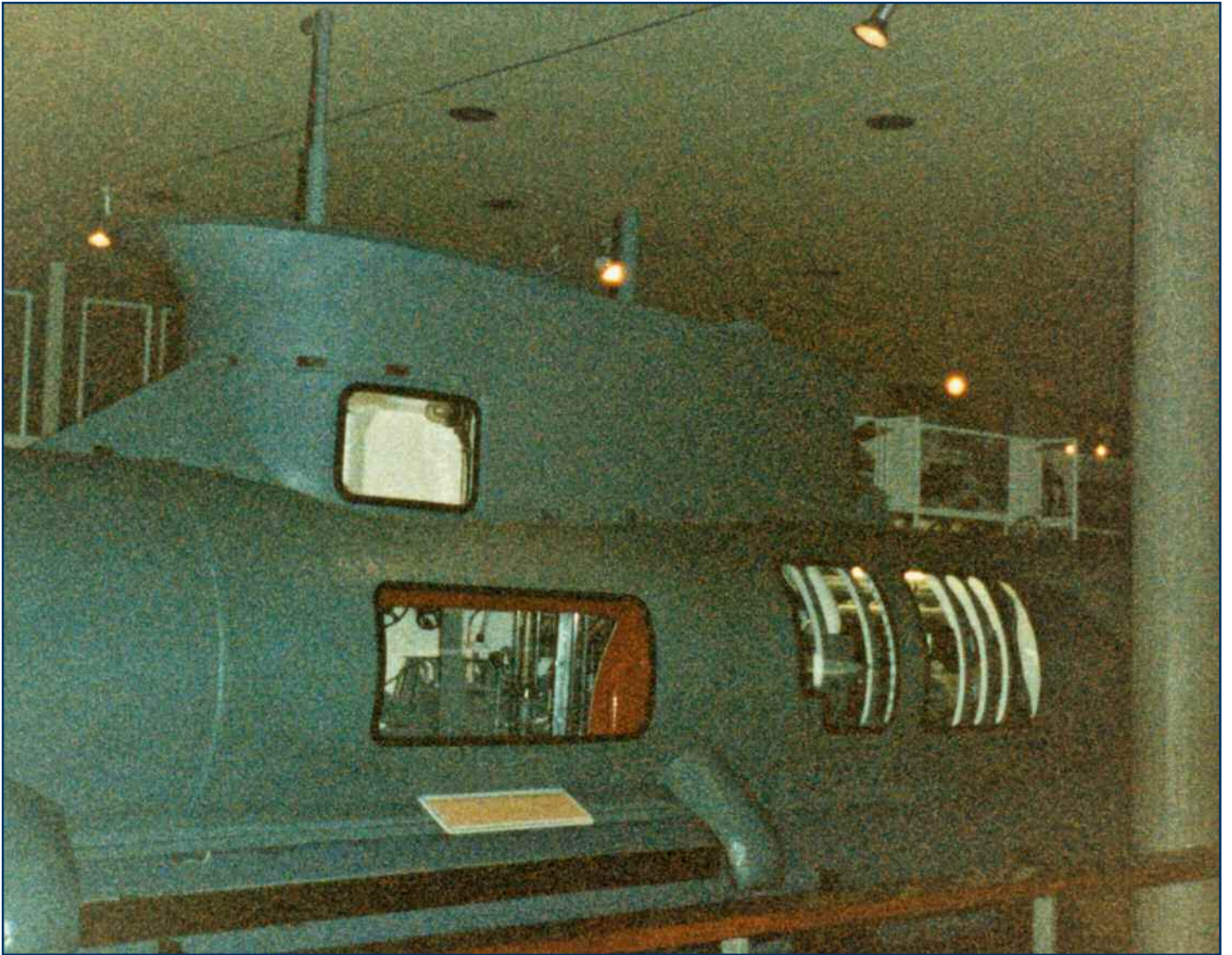


Above: Hanse Cog of 1380

Below: Side of the Cog, in the Preserving Tank







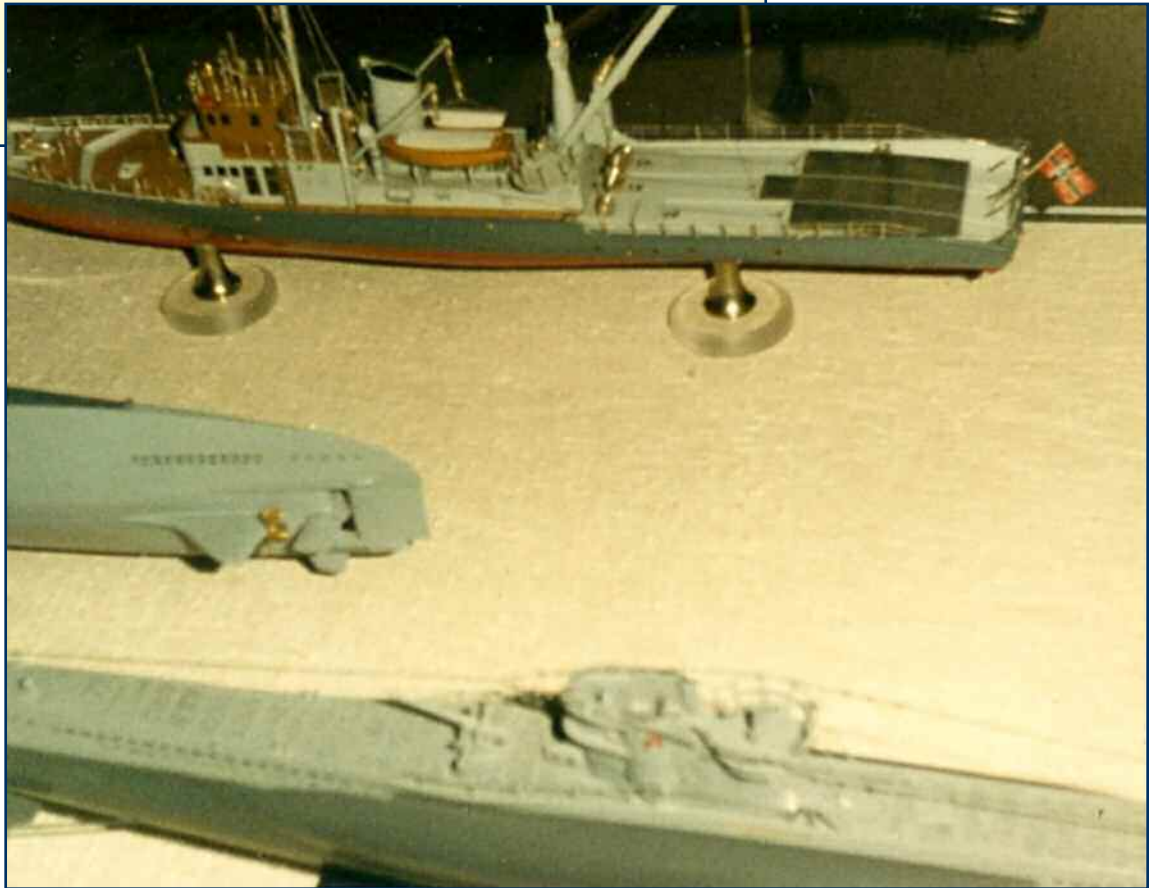
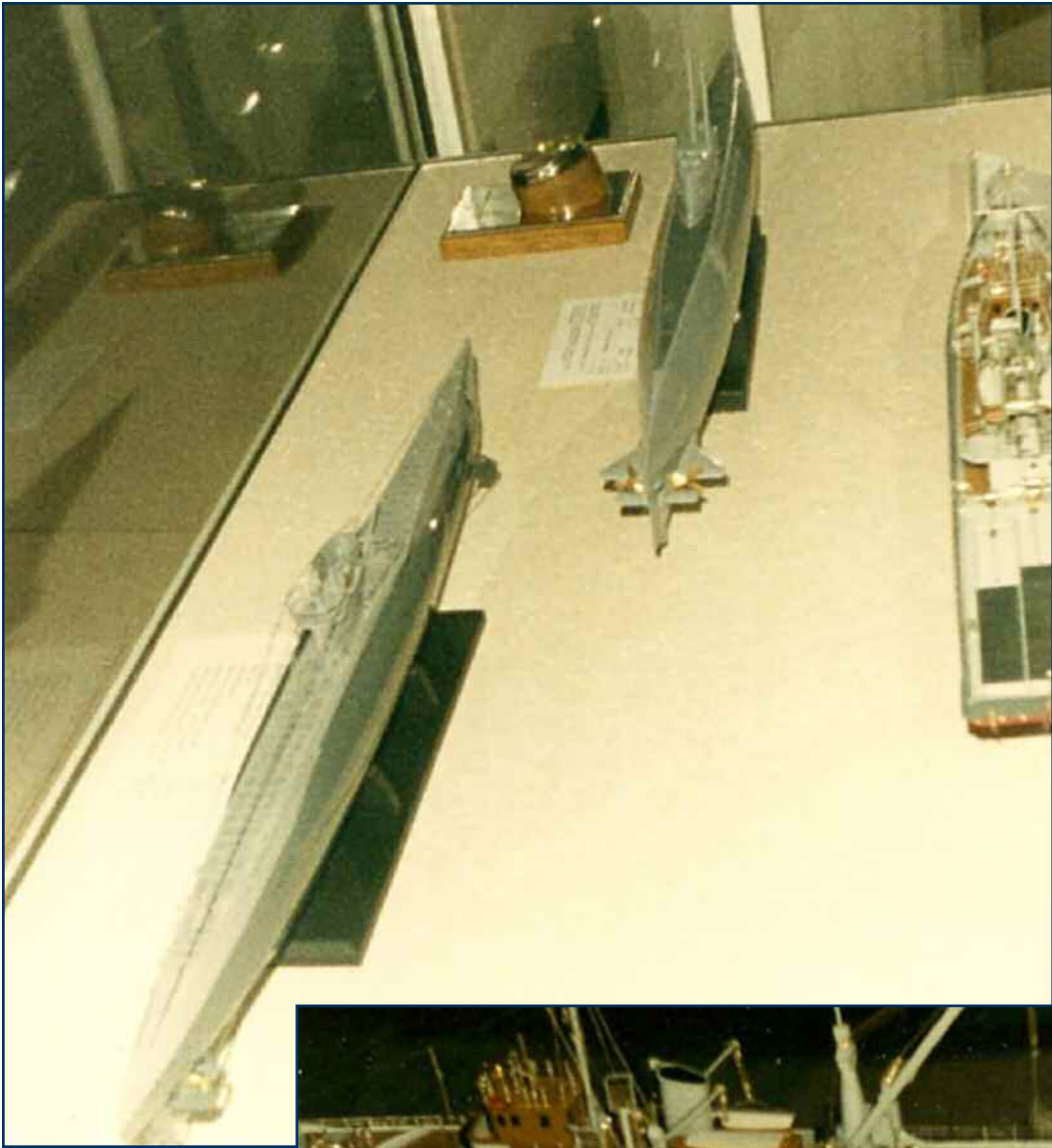
Above: Seehund DSM 1988

Below: Battleship model





Left: U-Boat models  
Below: Ship models







Above: *Seute Deern* Bow

Below: *Seute Deern*, Tall Ship used as a Restaurant



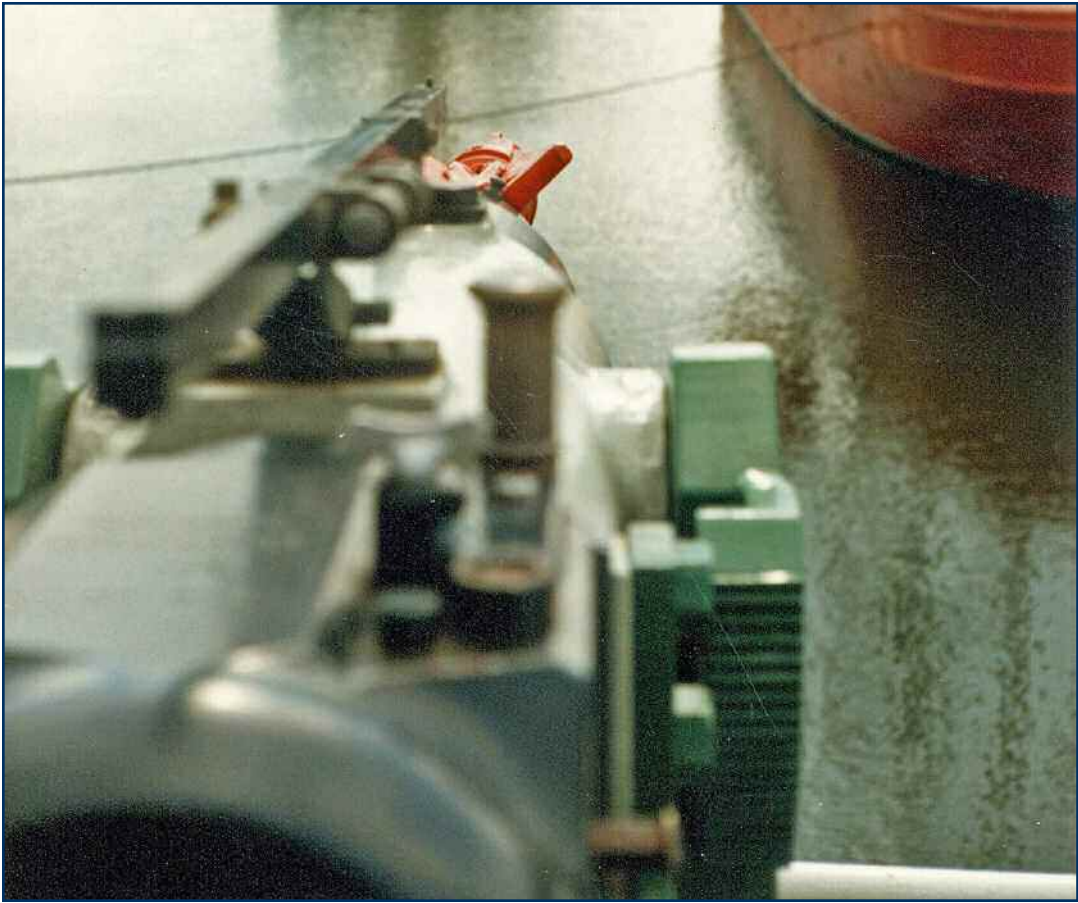




Above: Dining Area, *Seute Deern*  
Below: Small Tug, *Seefalke*, Whale Boat







Above: Harpoon Cannon  
Below: Torpedo Boat Bow





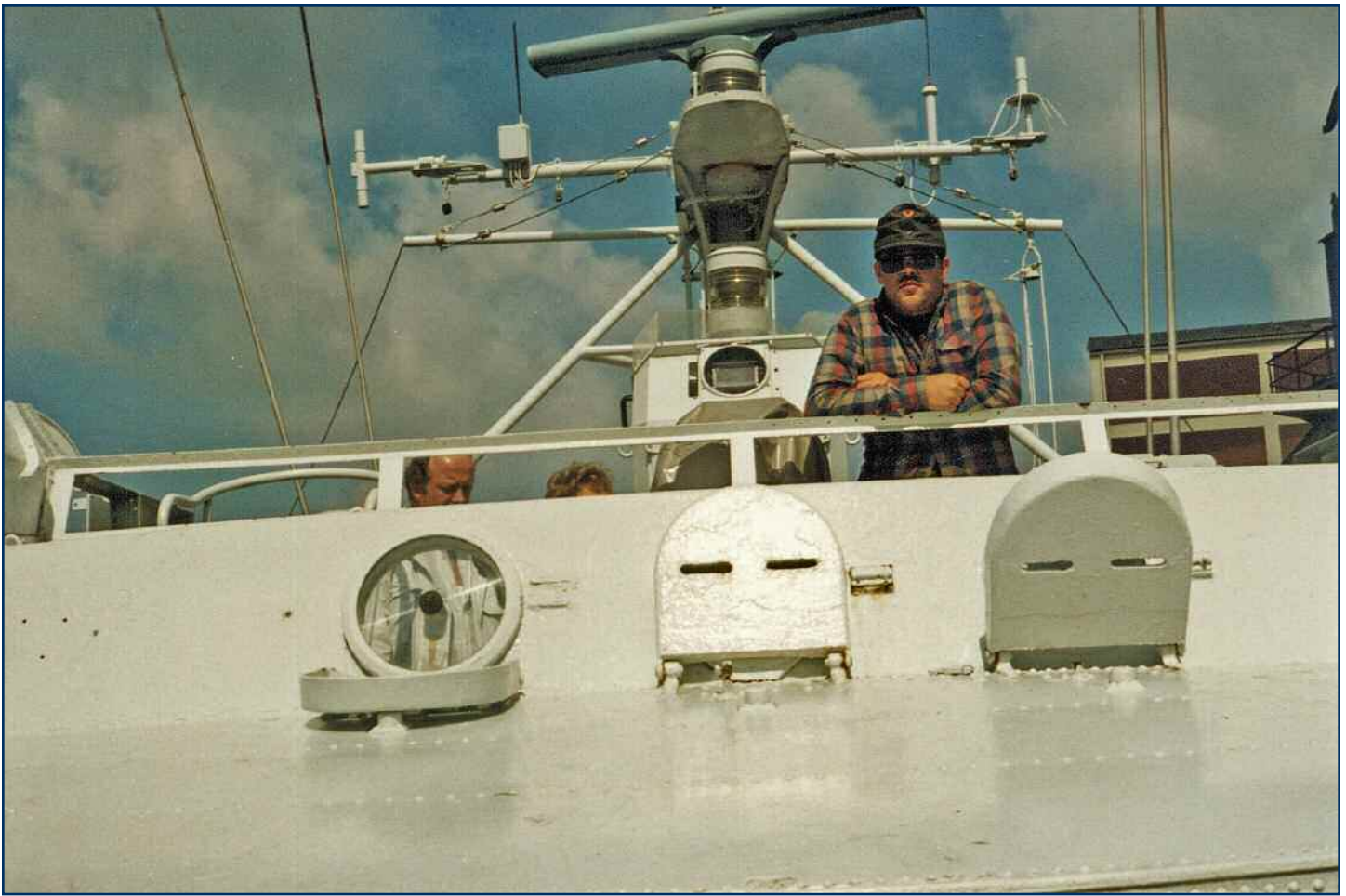


Above: Stern of Torpedo Boat

Below: Mine Track with Mine







Above: Ken Piniak on Bridge, Torpedo Boat  
Below: *Wilhelm Bauer* entrance





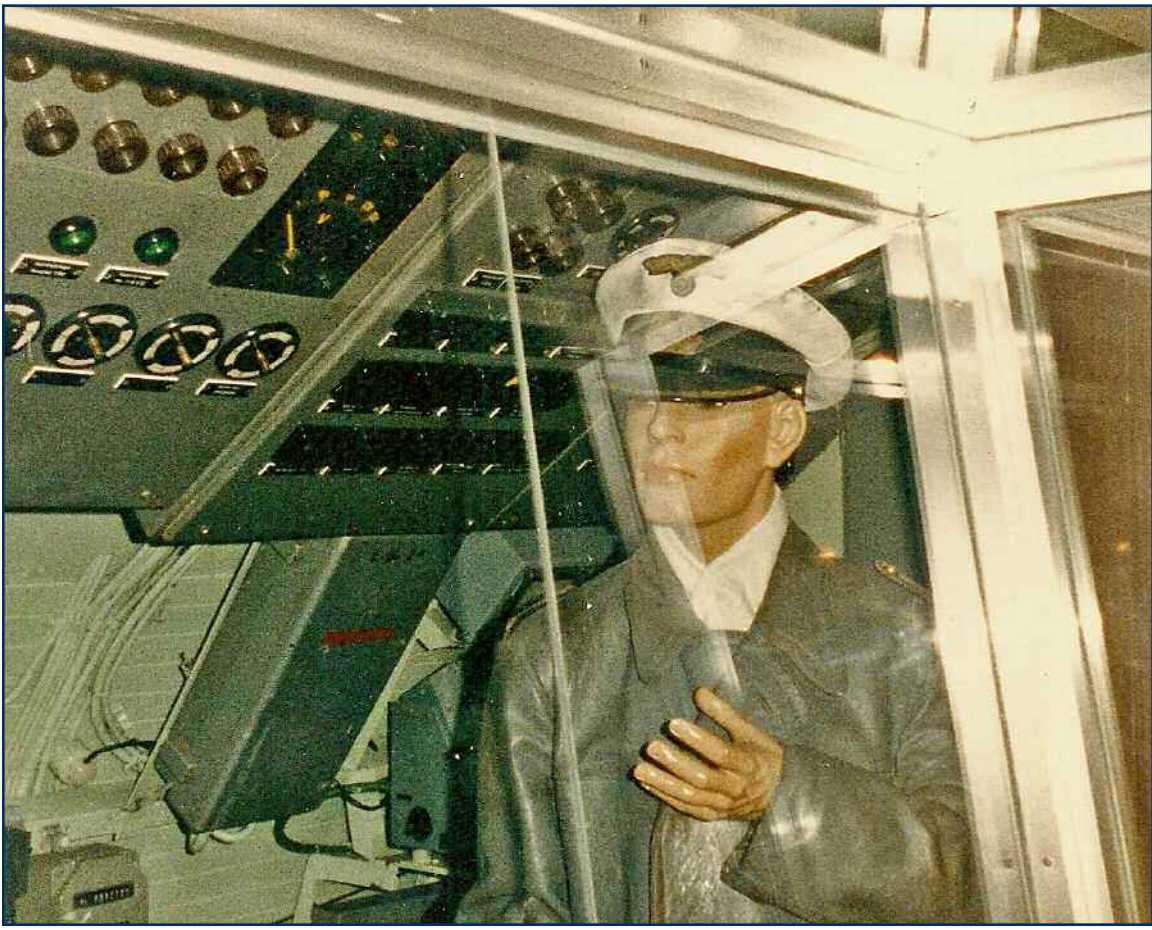


Top: *Wilhelm Bauer*  
Left: Starboard side  
Below: *Wilhelm Bauer* exit door





Above: *Wilhelm Bauer*  
Below: Captain of U-2540



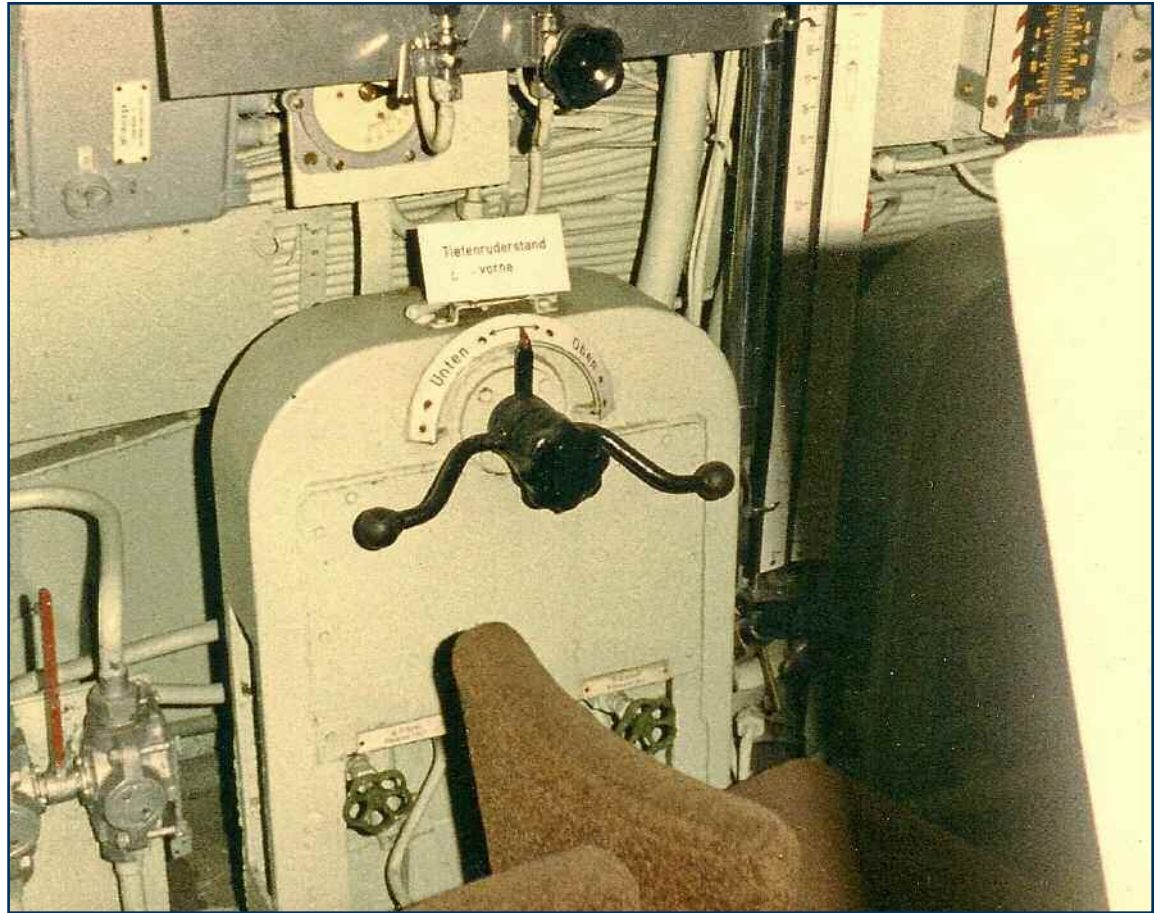




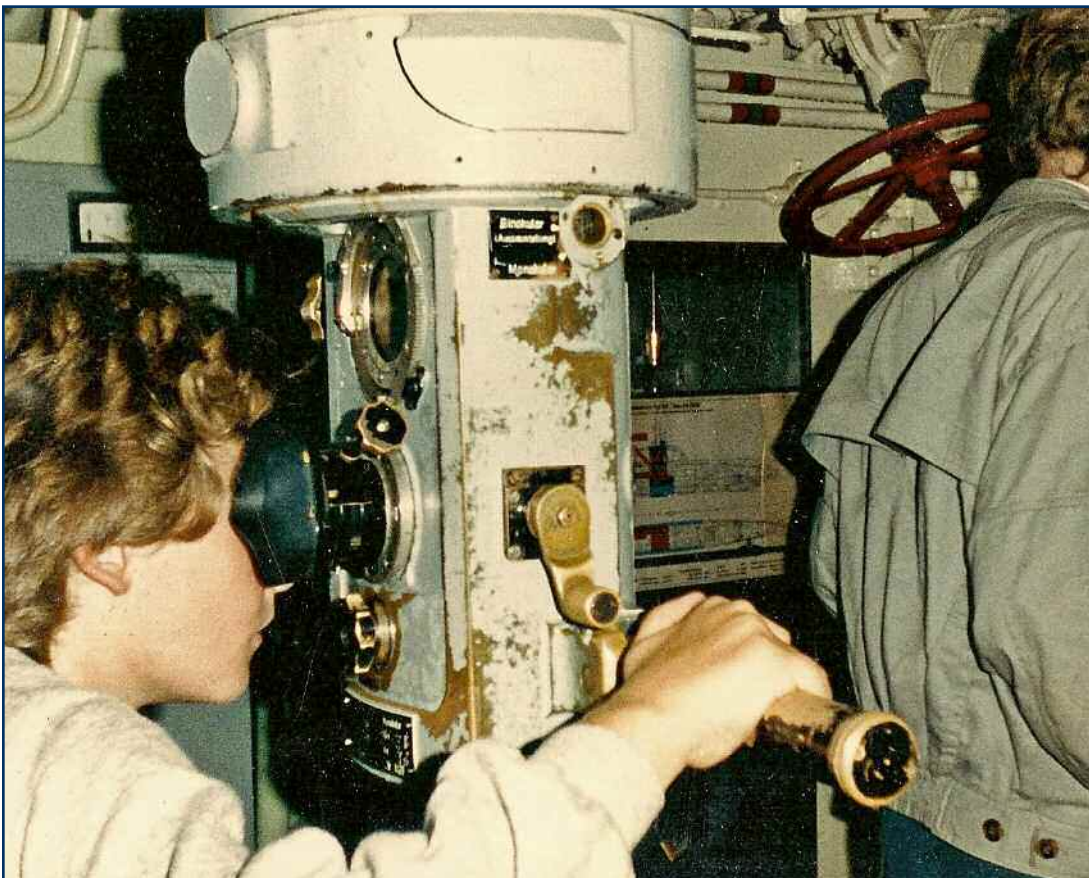
Left: Captain's Quarters  
Below: Crew Quarters







Above: Diving planes station  
Below: Periscope



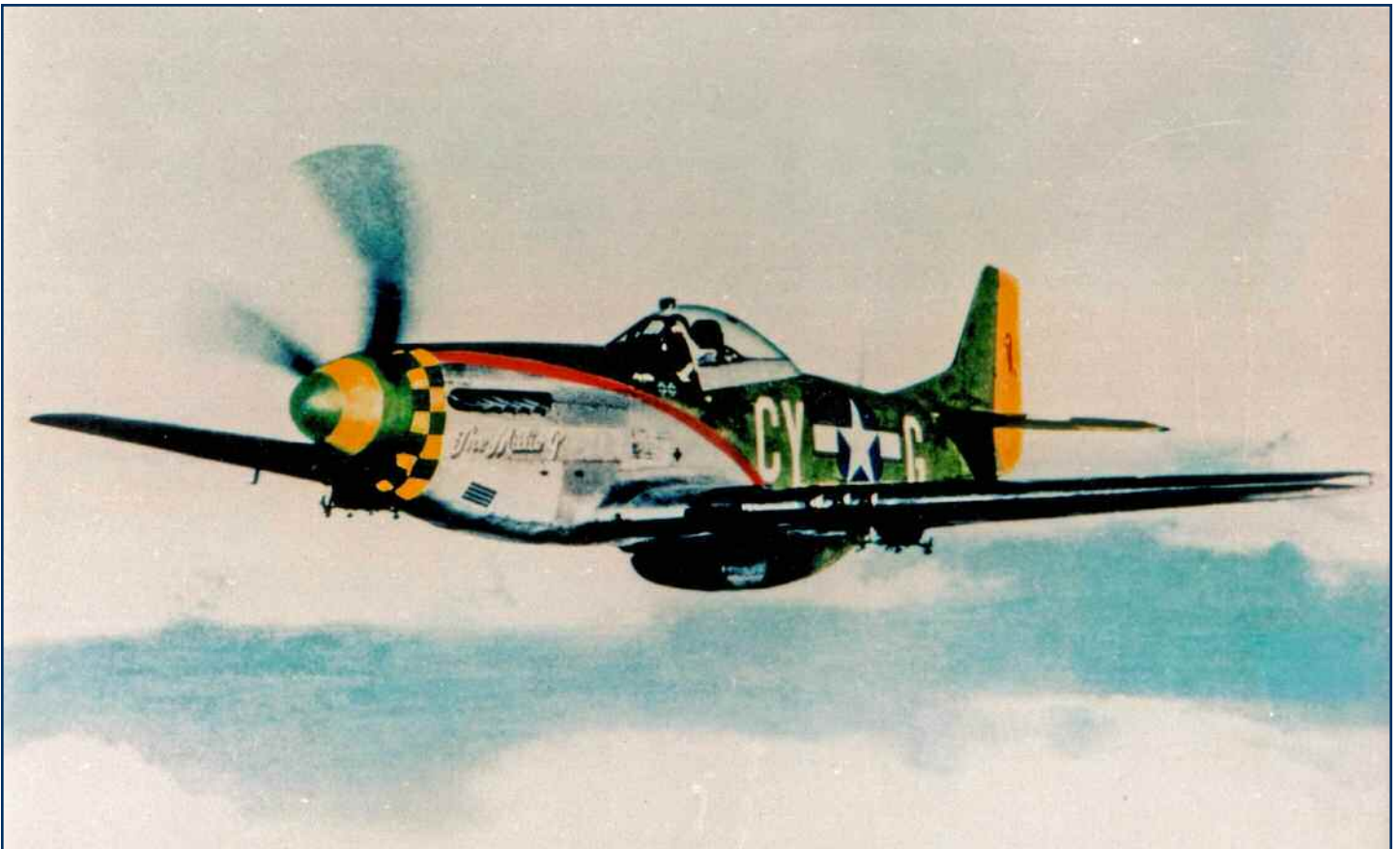
# BONUS PAGES!

## GENERAL GILLER

### JOHN TATE

#### History Lost and Found: General Giller and the Millie G

For scale modelers, what can be more exciting than the story of a pilot who flew P-51D Mustangs in the ETO during WWII? Since we were kids and first drawn to this hobby, fighter pilots have been our heroes, so when Albuquerque Scale Modelers member Glenn Bingham alerted the club via email on June 30 that the Albuquerque estate of Major General Edward B. Giller was being sold, I did not want to miss it. I was not immediately familiar with Maj. Gen. Giller, but I discovered that as modelers, all of us were familiar with the plane he flew—the famous “Millie G” from the 55th FG, 343rd FS, 8th AF, depicted on dozens of model kits and decal sheets and even a restored warbird, thanks to a series of well-known 1944 air recognition photos.

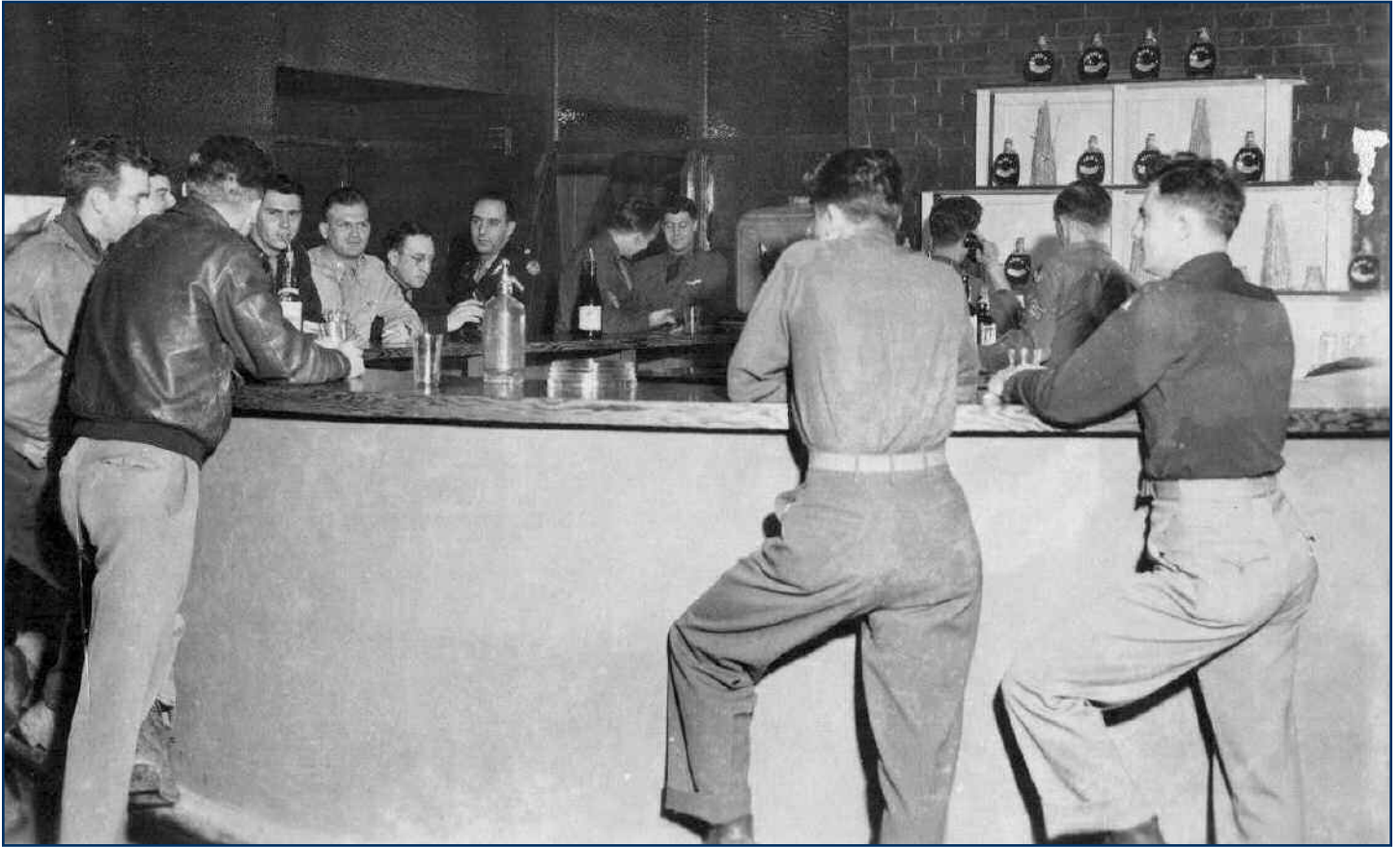




I was fortunate to obtain from the estate sale one of Maj. Gen. Giller's WWII photo albums, which documented his time at Wormingford airfield in England, including many shots of his fellow pilots and squadron mates. Inside I found several pictures of his Mustangs as well as photos of P-38s he flew, but one of my favorites was this one—his squadron's WWII briefing room. We have seen this setting in a hundred WWII movies, but this is the real thing—how many of us have imagined ourselves seated before a mission map just like this, ready to take on Berlin, while gluing together our plastic P-51s?



Being a fighter pilot was not all work and no play, however—here’s the bar at the “new” officer’s club at Wormingford. To have been a fly on the wall and to have heard some of those flying stories...



Here’s a great shot of Ed Giller in Spring 1944, in the cockpit of a P-38, the plane his squadron flew before exchanging them for P-51Ds later that summer.





Giller ended the war as a Lt. Colonel and group commander, but his career really took off after WWII, when he enrolled at University of Illinois and obtained a Ph.D. in chemical engineering. He was assigned to the Armed Forces Special Weapons Project, in charge of the radiation branch, and then to Albuquerque to the Air Force Special Weapons Center, and involved in nuclear testing throughout the 1950s. Remember those famous pictures of suburban homes being blown apart by a nuclear blast? Those were the projects he was involved in, before going to work for the CIA and the Atomic Energy Commission and, along the way, managed Project Blue Book, the famous USAF UFO study; he retired from active duty as a Major General in 1972 but continued working as a civilian with a defense contractor, Pacific Sierra Research, in Washington, DC, until 1990, when he retired and returned to Albuquerque. That's quite a career—now you know how these gentlemen ended up being known collectively as the Greatest Generation.

As it turns out, Maj. Gen. Giller also crossed paths with IPMS/USA. In a prominent place in the General's living room was a display case containing four in-flight models of the Millie G, representing the four different P-51Ds he flew from 1944 to 1945. I was fortunate enough to pick up the display during the last day of the estate sale, thinking perhaps a modeler from ASM might have built it for him, years ago. When I brought the display to our club meeting on July 8, veteran ASM member Jack Morris recognized the display immediately but pointed out, to my surprise, that the models were not presented to General Giller by ASM, but by IPMS/USA, at the 1968 National Convention in Washington, DC, where General Giller was a banquet speaker. Sure enough, Jack was able to locate an IPMS Quarterly, Vol. 4 No. 2, from 1969, which contained an article on General Giller and the Millie G, as well as some photos of General Giller receiving the four P-51 models at the banquet. The models were constructed from the Hawk 1/48 P-51D kit, which in 1968 was the best model available of the P-51D in that scale; Jack told me they had been built by IPMS modeler Tom Mitchell, from Texas. Those models were part of IPMS history as well as General Giller's history, and I felt fortunate that just by accident, I was able to rescue the display.

When I discovered the story behind the display models, I contacted Jim Pearsall, IPMS/USA historian and Publications Director, who kindly arranged for re-publication of the 1969 IPMS article in our club newsletter. It gives a good account of the WWII story of General Giller and his P-51D Mustangs, but keep in mind when reading it, of the difficulties of researching and publishing back in the pre-IT days; the article was prepared and set by hand. *[Editor's note: the reprint of this four-page article follows on the next page. -JW]*

I learned a few things from my experience with General Giller's legacy; that this is a better hobby if we collaborate and share information, that old hands still have sharp memories, and that it is important to act quickly and decisively to preserve history. But most of all, that those gentlemen whom we present models to at IPMS functions, really do appreciate our handiwork and our efforts to capture the history those models represent. Remember this the next time an opportunity presents itself to build and present a model to a veteran at one of our events; this can be more rewarding than all of the trophies and awards we will ever win at competitions. And if you're looking for a worthy P-51 modeling project, give some thought to the Millie G; as modelers, there's no better thank-you to Major General Giller for his lifetime of service to this country, than by preserving his memory with a beautiful replica of his sleek Mustang.

# "The Millie G"

TOM MITCHELL

BILL STAGG

"THE MILLIE G" - one of the most famous, yet one of the most controversial and one of the most inaccurately modeled P-51s of WWII. It was not RED, as some sources would have it, nor was it named "The Millie P", another inaccuracy perpetuated in a recent publication. As a matter of fact, "Millie" was not ONE aircraft, but EIGHT!

The photographs and drawings accompanying this article depict only the four P-51s which bore the name. Little is now known about the other four, P-38s, except that they did exist.

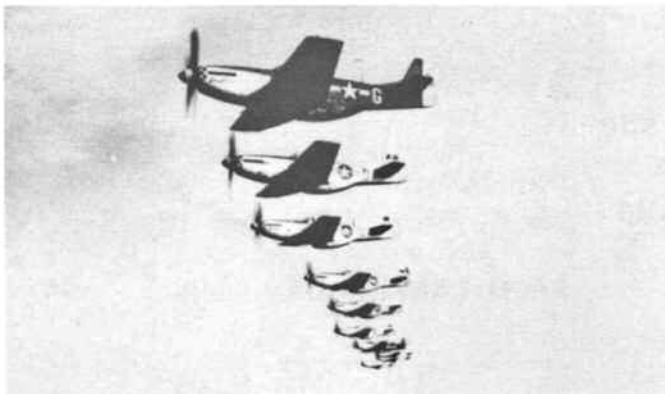
The story of "The Millie G" began in 1943 when Lieutenant Edward Giller, stationed with the 343rd at Olympia, Wash., was married. In August 1943, shortly after his marriage, the 343rd was transferred to AAF Station F-131 at Nuthemsted, England, with Giller receiving a promotion to Captain.

After arriving in England and receiving new P-38Hs, the 343rd prepared to go to war. Given the squadron code CY, the 343rd followed the practice of giving the pilots an aircraft code of their choice according to their rank and seniority with the squadron. Captain Giller selected "G", the first letter of his last name, as his aircraft code and named the aircraft after his "girl" - his new wife, Mildred. Thus was born the first "Millie G".

Captain Giller first flew into combat during the last part of August 1943, but "Millie's" first taste of blood was on 13 Nov 43 with the destruction of a Ju-88 while escorting B-17s some 30 miles west of Bremen. In January 44 Captain Giller received a new P-38J on which he promptly painted the name and kill marker. It was with this second "Millie G" that he made his second kill, an Me-410, five miles southeast of Augsburg on 25 Feb 44.

During April the group packed up and moved their operations to AAF F-159 at Wormingford. This was to be their home for the rest of the war. In late April, Giller was promoted to Major and about the same time received his third P-38, again naming it "The Millie G". This aircraft lasted only a short time for reasons unknown. However, the fourth "Millie G", another P-38, lasted until July 44 when the 55th Group was equipped with P-51Ds.

This writer believes, although research has not confirmed it, that the 55th Group was not given group or squadron color markings until the Fall of 1944 and that as late as September some of the Mustangs were flying with invasion stripes around their wings and fuselage with the squadron codes the only distinctive markings carried. It is possible that the 343rd began painting their P-51s in Scheme 1 after the order of 19 Aug 44 (see IPMS Magazine, Oct 68) but it is believed that it was some time after this. In Giller's own words:



Second of the Mustang "Millies", winter 44-45. At lower left, the second Mustang "Millie" leading the squadron. Photos courtesy of Tom Mitchell.

"The first P-51 'Millie G' came to the squadron obviously in its original finish and you can tell from my flight records about when that was (July 44). It was several months after that, probably November, when the weather was bad and things were dull that we decided to paint the aircraft. I don't think we painted them right after the order to remove the invasion stripes, which was dated 19 Aug 44. Also I don't really know when or why we invented the red horse for the yellow rudder. Probably some time that fall also. My guess is, therefore, that this airplane existed from July 44 until the winter and was probably followed by a model change. I did manage to paint the second Mustang this way before we received orders that no more were to be painted. This is the aircraft of which we have many pictures ('Millie G' No. 6) including the ones that were taken during the Spring of 1945 by the RAF. I am quite sure that the serial of this aircraft was 414985. I believe that this aircraft existed from December 44 until the Spring of 45 and was probably lost in combat, being replaced by the third Mustang (No. 7 'Millie G'.)"

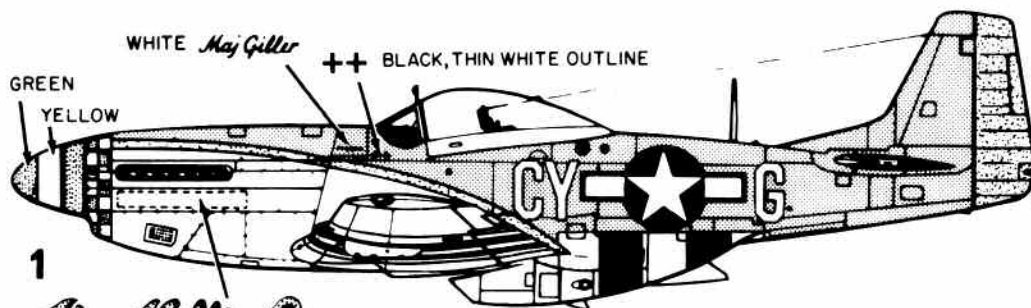
It was in "Millie G" No. 7, on 9 April 45, that Major Giller destroyed an Me-262 in the air and then with two flights from the squadron proceeded to beat up an airfield and destroyed an Me-410, an Me-262 and a He-111 on the ground. On 16 April, Major Giller took "Millie" No. 7 on what was to be his last combat mission. With 6 kills to her credit, but without 4 victory markers from the 9 April mission added, this "Millie" proceeded to destroy an He-111, an Me-109 and a Ju-88 on the ground, bringing the total kills to nine. The following encounter report tells of this mission:

"I was leading Tudor Squadron on the mission of 16 Apr 45. We were sweeping on ahead of the bombers in the area of Brunenthal Landing Ground. I had taken the squadron down to about 3,500 feet in order to be able to find any targets that might present themselves. This was the same area which we had attacked on the 9th of April; we could see the burned out hulks of the many aircraft that we had destroyed on that day. However, I could see between 10 and 15 assorted types of aircraft cached away in the woods along the autobahn and around Brunenthal that we had apparently missed on the 9th. Since the number of targets in this area was not lucrative enough to engage the entire squadron, I released the flights to find their own targets. I broke my White flight down into the elements to cover this area. My wingman, Lieutenant Arnold, and I made our passes parallel with the autobahn, from south to north, clobbering the aircraft which were parked in the woods along either side of the road. My first attack was on an He-111; I gave it a pretty good squirt and observed many strikes on it; it started to burn in a beautiful burst



# MUSTANG Millies

TOM MITCHELL & BILL STAGG



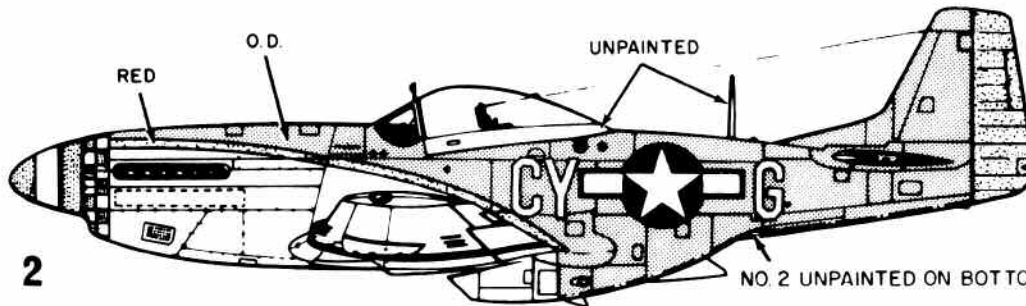
1

*The Millie 9*

RED, GREEN SHADOW, 1 & 2



RED HORSE, BOTH SIDES- 1 & 2



2

NO. 2 UNPAINTED ON BOTTOM

**NOTES:**

INVASION STRIPES ON NO. 1 ONLY.

BLACK I.D. BAND ON TOP SURFACE WING OF NO. 1 - INVASION STRIPES LOWER SURFACE ONLY.

WHITE, TOP - BLACK, BOTTOM TAILPLANE I.D. BANDS ON 1 & 2.

BLACK WING I.D. BANDS, TOP & BOTTOM - NO. 2.

O.D. INCLUDED TOP OF TAILPLANE - 1 & 2.

ALL NAMES & KILL MARKS, PORT ONLY - ALL A/C.

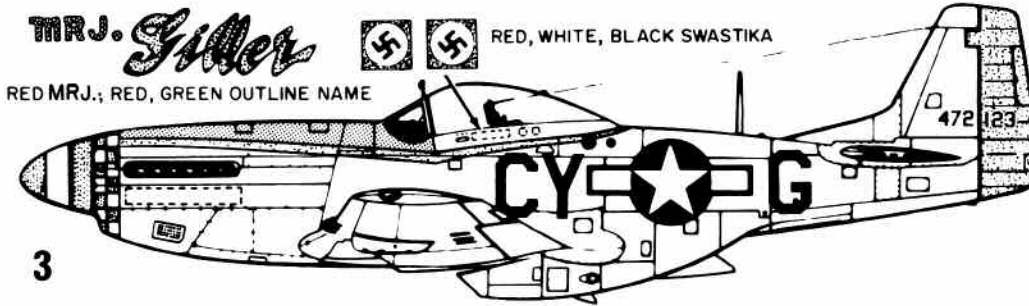
CODES "CY" FORWARD OF INSIGNIA, BOTH SIDES.

ALL RUDDERS, YELLOW.

WHITE CODES - 1 & 2.

BLACK CODES & SERIAL - 3 & 4.

NO I.D. BANDS - 3 & 4.

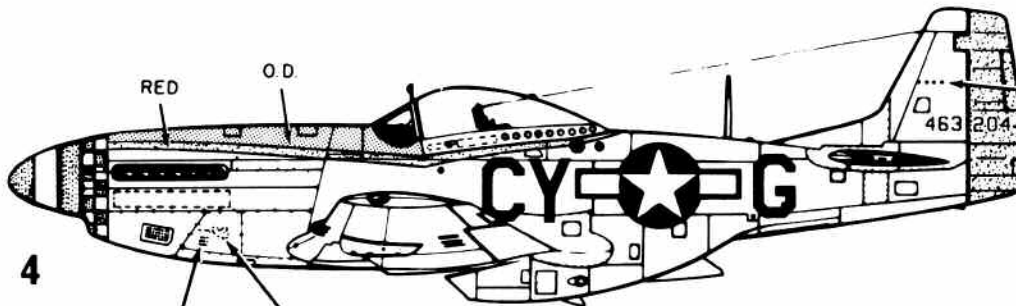


3



RED, WHITE, BLACK SWASTIKA

RED MRJ.; RED, GREEN OUTLINE NAME



4

REAR WARNING ANTENNA - NO. 4

BLACK *Killer!*  
*Diller!*  
*Giller!*

IMP, FLESH - BLACK CHIP HAIR, YELLOW BROWN WINGS, LIGHTER THAN HAIR  
BLACK GUN - DARK GRAY STOCK  
CLOUDS, WHITE



*The Millie 9*

RED, GREEN SHADOW, 3 & 4

LT. COL. *Giller* 

RED, GREEN OUTLINE NAME ON CANOPY OF 4.  
WHITE DISC, RED, BLACK SWASTIKA - 9 KILLS.

★ ★ Major General Edward B. Giller, USAF ★ ★



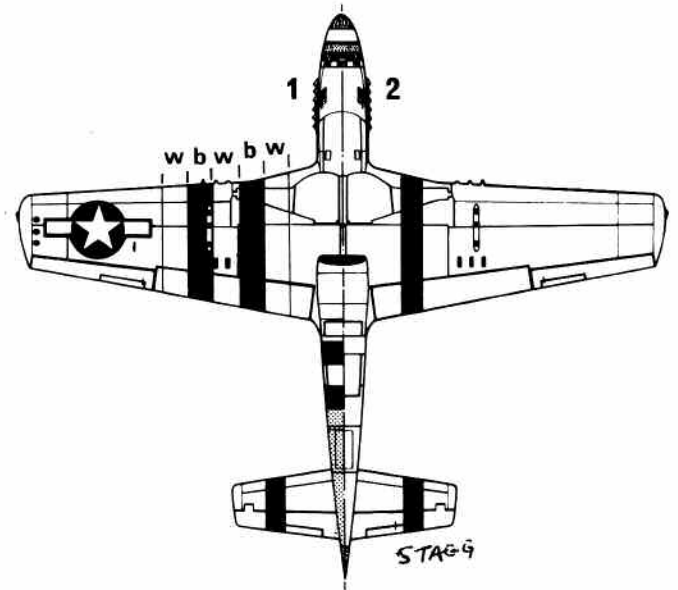
At the IPMS Convention, Washington, DC, June '67, Brigadier General Giller at the model displays. He was later promoted to Major General.



The original "Millie G" with General Giller and part of their family.



General and Mrs. Giller, Mr. & Mrs. Jim Sage, Lockheed test pilot Tony LeVier.



General Giller came out of World War II as a lieutenant colonel. His subsequent assignments have been largely of a staff nature devoted to research and development in connection with special weapons, aerospace research, etc. His current assignment is Director of Military Applications, Atomic Energy Commission, Washington, D. C.



## "The Millie G"

Tom Mitchell - Bill Stagg

of flame. Parked just beyond the 111 was an Me-109. I put the piper on it, getting a good concentration of hits. Just as I pulled up over it, a steady stream of black smoke began to belch forth from it. I had seen two other aircraft parked in this same area on the east side of the road during this first pass, so I went in again making the same pattern from south to north. The first aircraft turned out to be a Ju-52 parked a little further back from the road than the first two targets. I fired at it, pretty well covering the engines. It also burst into flames. I had to make a third pass to position myself on the fourth target which I had observed. It turned out to be a Ju-88. I came in on it in the same pattern from south to north, and although I observed many strikes all over the aircraft, I could not get it to burn. As I pulled up from this last pass, a 20mm flak shell came in the left side of my canopy and exploded, wounding me in the left shoulder. I was dazed and bleeding rather badly so I called my flight together and we set course for home."



The only damage suffered by a "Millie" while flown by Giller was a 20mm hit in canopy of the third Mustang.

The Group Mission Summary Report for 16 Apr 44 possibly did not meet the SOP for such reports. Here is an excerpt from this document:

"Blow (Me-262) was first sighted at about 200 feet breezing in for a landing on Horsching A/D west to east. Mustang broke in from a little high from the rear, and at that time the tower shoots the blow a red light. Well, the blow is confused, he can't go on, he can't go around, he can't go up, so he just goes down, roosting into a bunch of trees.

"Hiked along on the autobahn, Salzburg to Munich, and checked into Bad Aibling A/D at 1545 which was holding strong with about 25 well dispersed mixed types. Tried to bootleg in on a NE-SW run, but encountered a little more than double trouble from the flak passers. Picked off three Si-204s, and then took off on the scam. Up the road a piece ran across Holskirchen A/F and kept running, no a/c seen, but mucho flak. Dropped down a little lower in the fast traffic lane and drove right up the autobahn into Brunthal L/G where we found 40-50 mixed types up and down the road. Worked this over, destroying 12 as the intense flak belched, blistered, exhaled, emitted and sputtered from every direction. Even the trees were barking. A stones throw up north (they were throwing those, too) we found Neubiberg and skimmed across snagging a Ju-52 and an unidentified twin engine."



Major Giller and second Mustang "Millie", snowbound at Wormingford, January 1945.

The story of "The Millie G" was reaching a conclusion. The 3rd P-51 (Millie No. 7) disappeared although it is believed that it was repaired and lost in combat shortly afterwards. On 29 Apr 45 Major Giller was given the job of Deputy Group Commander and promoted to Lieutenant Colonel. After recovering from his wound he took possession of his last P-51 on 21 May. On 1 August, the group was transferred to the 70th Wing, 9th AF and sent to Kaufbueren, Germany where the eighth "Millie G" came to grief, bellied in by another pilot on 14 Sep 45.

It is ironic that although the man who flew "The Millie G" was second in the number of confirmed kills credited to pilots permanently assigned to his squadron, not one of these kills was made while flying the gaily painted P-51 which has become so famous.

Author's Note: The apparently simple task of resolving the colors and markings of a single P-51 resulted in a project which may never be satisfactorily completed. Many people have assisted in one way or another in the quest for information and the preparation of this article. Their efforts are most gratefully appreciated. Special thanks must go to Major General Edward Giller and the original "Millie", Mrs. Giller, who not only gave unstintingly of their time and resources but on several occasions welcomed this writer into their home for personal interviews.



Last of the "Millies", the fourth Mustang was washed out by another pilot.

All photos this page courtesy of Tom Mitchell

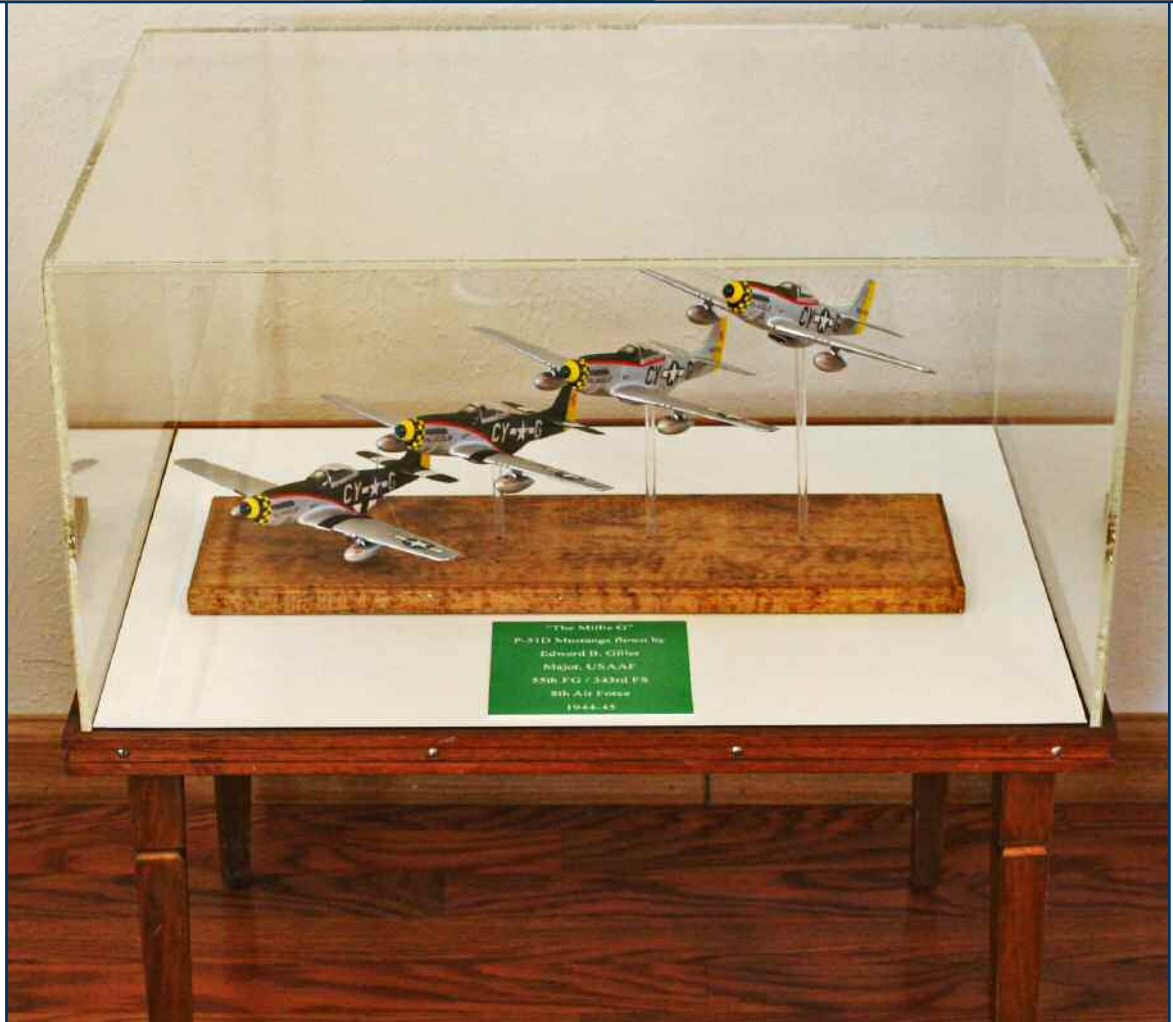
"The Millie G"  
P-51D Mustangs flown by  
Edward B. Giller  
Major, USAAF  
55th FG / 343rd FS  
8th Air Force  
1944-45







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# BONUS PAGES!

## MOEBIUS MODELS ANNOUNCES NEW TREK KITS

### JOE WALTERS

The recent San Diego Comic Con was the source of more than just comic-related news, as some new Star Trek model kits, based on the recent films, were announced by Moebius Models.

Posted at several websites was this report from someone identifying himself simply as “Matt:”

At the San Diego Comic Con over the weekend, the Moebius Models booth included a display announcing they will be releasing starship model kits of designs from the Kelvin timeline. Due to start in 2017, a poster on display promises the range will include the *Star Trek Beyond* version of the *USS Enterprise*, the *USS Franklin*, *USS Kelvin*, and *Jellyfish*. The display also had a fully built and finished original configuration Kelvin timeline *USS Enterprise*, and notes of plans for a lighting kit to accompany the release.

The *Franklin* appears in the current movie *Star Trek Beyond*, while the *Kelvin* opened the 2009 *Star Trek* film. The “*Jellyfish*” referenced above was the unnamed oddly-shaped craft piloted by Leonard Nimoy’s Spock in the 2009 film. It’s visible at the bottom right of the poster shown below; sadly, this was the best image I could find of the display. Really, it was the *only* image—apparently only one person out of the 200,000-or-so attendees photographed it. The Moebius Models website has not yet been updated to mention these kits.





# BONUS PAGES! MISCELLANEOUS



Above: Do you suppose someone lost a job over this?

Right: Finally, a Segway for armor enthusiasts!





*Star Trek* premiered on NBC on September 8, 1966. This contest, sponsored by Mike & Matt Blohm and Joe Walters, marks the 50th anniversary of that event.

Subjects can be any form or subject relating to the entire span of the franchise: Original Series, Next Generation, the recent movies, or whatever. Heck, if you're ambitious enough and manage to come up with a *USS Discovery* from the upcoming CBS series *Star Trek: Discovery*, we'll take that too!

And there is no truth to the rumor that **William Shatner himself will be attending as a celebrity judge.** None at all.



## Join IPMS/USA!

The International Plastic Modelers' Society is an organization dedicated to the fun of Scale Modeling. Started by Jim Sage of Dallas, Texas, in 1964, there are now IPMS branches all over the world.

As part of your IPMS/USA membership, you will receive the IPMS Journal six times a year. In it you will find stories of interest on subjects such as aircraft, armor, automotive, ships, and figures. You will also find listings of IPMS contests and swap meets, hints and tips, and reviews. Membership also qualifies you to participate in IPMS/USA-sanctioned Regional Contests, as well as our world-famous National Convention, held each summer.

As a member, you'll also be able to access our online Members' Forum, where a wide variety of society and modeling topics are discussed. In addition, many hobby shops around the country offer discounts to IPMS/USA members. To join IPMS/USA, simply use the form below or join online (<http://www.ipmsusa.org>).

For any questions or problems regarding your membership application or renewal, please contact the IPMS/USA Office Manager ([manager@ipmsusa.org](mailto:manager@ipmsusa.org)).



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