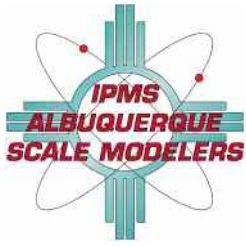


ALBUQUERQUE SCALE MODELERS



<http://abqscalemodelers.com>

June 2018

EDITOR FAILS AGAIN JOE WALTERS

Sometimes, work can really get in the way of important things, like hobbies. That's what happened last month, and why there was no May newsletter. This month's issue incorporates material submitted for both months, so if you think you're seeing two of something, well, you probably are!



some new items that apply to June.

I'd like to thank the folks who did the four model skills clinics at the April 6 meeting. I think those went really well and looked to be well attended, and I hope you learned some new techniques to try on your next project. Those instructors included Brian Peck (rigging and wires), Chris Kurtze (black based

painting), Henry McHarney (dioramas and weathering), and Frank Randall (painting white finishes).

The May 4 meeting included a presentation on "1918" by Josh Pals that covered the highlights of

THE EAGLE'S VIEW MIKE BLOHM

This month's article is going to be a blend of items originally intended for the May Newsletter and

April Meeting highlights, left to right: Clinics being set up; Brian Peck runs one of our rotating clinics; and the business meeting in progress.





May Meeting highlights, left to right: The business meeting in progress, members checking out models; and Ken Piniak's "Shelf of Doom" helicopter model, detailed in the last few issues, really does exist, seen here in the Display Only section.

events in the first half of that year. Josh will present the second half of 1918 at the June 1 meeting. John Tate's "1918" sponsored contest at the May meeting had an impressive turn-out of really nice models. I hope you were there to see them, or better yet, participated too! If you were unable to complete your 1918 model in time for the May meeting, please try to get it done by the end of August, as "1918" is also the theme of our ASM Display-Only exhibit at the 2018 New Mexico State Fair.

To coincide with John Tate's "1918" contest in May, the ace's story covers two aces who flew with the United States Air Service of the American Expeditionary Force in France during 1918, and models of their aircraft: 1st Lieutenant Douglas Campbell who flew the Nieuport 28 "Scout" and 2nd Lieutenant Frank Luke, Jr. who flew the SPAD S.XIII. Campbell was the first American-trained ace in WWI. Luke, the "Arizona Balloon Buster," scored a phenomenal eighteen victories over ten days before his demise. These stories and pictures of the models of their aircraft are included in the [Bonus Pages](#) section of the Newsletter.

Another anniversary that just occurred on May 17 was the 75th anniversary of the completion of the 25th combat mission by the Boeing B-17F Fly-

ing Fortress "Memphis Belle" and its crew in 1943. The B-17F belonged to the 324th Bomb Squadron (Heavy) of the 91st Bomb Group in the European Theater. To commemorate this anniversary the restored "Memphis Belle" was rolled out on May 17 to go on display at the National Museum of the US Air Force (the "Air Force Museum" to us old heads). This was a significant event in that the odds of completing 25 missions was very low at that time. The "Belle" returned to the US to go on a war bond tour and became famous in multiple movies—the latest version made in 1990. The B-17 was put on display in Memphis in 1947 and deteriorated severely over the years from the weather and vandalism. The B-17 was moved to the USAF Museum in October 2005 for restoration and eventual display, and was unveiled on May 17. Of note, the B-17 "Hell's Angels" of the 303rd Bomb Group completed 25 combat missions on May 13, 1943, becoming the first B-17 to complete the feat, one week before the "Memphis Belle." The press, however, became enamored with the "Belle" and she was immortalized in history. In another case of ironic irony, the B-17G "Texas Raiders" from the Commemorative Air Force was here in Albuquerque on May 14 – 17. Hopefully you got to see it flying around. That is

always way cool. If you had the chance to tour it at Cutter Aviation, please consider writing a trip report and share some of your pictures.

ASM put on a year-long rotating model display in 1997 – 1998 at multiple locations on Kirtland AFB—including the National Atomic Museum—to commemorate the 50th anniversary of the creation of the US Air Force, which occurred on Sep 27, 1947. As part of that display, John Tate built a ½ model of the “Memphis Belle.” The model has appeared in multiple ASM model displays since that time, and it is always a favorite with the crowd. Pictures of that model, plus the real “Memphis Belle,” are included in the [Bonus Pages](#). Links to the Air Force Museum are also included in the [Bonus Pages](#).

CONTEST UPDATE

JOHN TATE

The May 4 ASM meeting had two non-points contests—Tamiya/Hasegawa Special Contest and “1918” Sponsored Contest—which resulted in plenty of quality models on the contest tables.

Results of the Special Contest were:

Intermediate: Hasegawa: 1st Place went to Robert Henderson for his ½ J2M3 Raiden, 2nd Place went to Robert Henderson for his ½ Bf-109E, and 3rd Place went to Chuck Herrmann for his ¼ Porsche 962 “TicTac.” Tamiya: 1st Place went to Dave Epstein for his ½ Honda Z50J-III Gorilla, 2nd Place went to W. Scott Jaworski for his ⅓ M1A1 with mine plow, and 3rd Place went to John R. Dodd for his ⅓ Mark IV Male tank.

Masters: Hasegawa: 1st Place went to Larry Glenn for his ¼ Bf-109G-6, 2nd Place went to Larry Glenn for his ¼ A6M5c Zero, and 3rd Place went to Frank Randall for his ½ Skyraider. Tamiya: 1st Place went to newcomer Casey Rupley for his ¼ F-14A Tomcat, 2nd Place went to Chris Kurtze for his ¼ F4F-4 Wildcat, and 3rd Place went to Larry Glenn for his ¼ Bf-109E-7 Trop.

I sponsored the “1918” contest to help generate interest and model entries for ASM’s upcoming “1918” group display at the state fair this year, and members brought in many nice models for competition. In Masters, Dave Straub won “Best Central Powers Subject” for his beautiful, scratchbuilt ⅓ L-11 Zeppelin (at right) and

Year 2018 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 05 Jan** **SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: “Frickin’ Laser Beams” (Patrick Dick)
- 02 Feb** **ASM Swap Meet**—no contest.
- 02 Mar** **Open Contest**—Any kit/subject/scale.
- 06 Apr** **ASM Clinic Night**—no contest.
- 04 May** **SPECIAL CONTEST #2: TAMIYA VS. HASEGAWA SHOWDOWN.**
Sponsored Contest: “1918” (John Tate)
- 01 Jun** **O Canada!**—Any kit/subject/scale representing a Canadian subject.
Sponsored Contest: “Stormy Weather” (Jack Garriss)
- 06 Jul** **Bare Metal**—Any kit/subject/scale.
Sponsored Contest: “Adversaries II” (Mike & Matt Blohm)
- 10 Aug** **ASM Swap Meet**—no contest.
- 07 Sep** **SPECIAL CONTEST #3: POST APOCALYPSE.**
Sponsored Contest: “Global War on Terror (GWOT)” (ASM E-Board)
Sponsored Contest: “Goodyear” (Patrick Dick)
Sponsored Contest: “Best of Corporations Contests” (Patrick Dick)
- 05 Oct** **Middle East Conflict**—Any kit/subject/scale, 1948 – present.
Sponsored Contest: “Get Your Fix—Airfix, That Is” (Gil De La Plain)
- 02 Nov** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: “Blackbirds” (Dave Epstein)
- 14 Dec** **SPECIAL CONTEST #4: PEARL HARBOR PLUS SEVEN.**
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>





John R. Dodd won “Best Allied Powers Subject” for his unique 1/35 St. Chamond tank (above). [Both photos by Ken Liotta.]

Thanks to everyone who entered models at the May meeting. The June 1 ASM meeting will return to the Modeler of the Year points contest format, with a Canada-themed contest open to Canadian model subjects, any scale, any era. Reminder—you can still bring non-themed models to enter in this contest, which can win points, place and be in competition for the People’s Choice award, but won’t qualify for theme points or be eligible for the Best of Show award that night.

The June meeting will also have a sponsored contest by Jack Garriss, with “Stormy Weather” as

its theme, open to any model subject named after a weather phenomenon, such as Lightning, Thunderbolt, Typhoon, etc. Kudos to Jack for an interesting contest topic which should produce some nice entries.

I’m sure I don’t need to remind anyone, but the clock is ticking away on IPMS Nationals dream builds; just two months before the big show, so put in that extra effort to get your entries ready to represent ASM at Phoenix—best of luck to all contestants!

IN THE BONUS PAGES! JOE WALTERS

In this month’s **Bonus Pages**:

- Photos of the May contest winners
- Mike Blohm’s articles on WWI aces and the famous B-17 “Memphis Belle”
- Ken Piniak has some odds and ends for us
- Fred Horkey has more about Jimmy Stewart
- John Tate’s MiG-21 model
- Joe’s report on StarFest 2018
- And more!

Master

Glenn Bingham	300
Brian Peck	275
Steve Brodeur	250
Tony Humphries	175
Frank Randall	133
Chris Kurtze	127
Victor Maestas	102
Fred Franceschi	100
Josh Pals	100
Ken Liotta	12
Mike Blohm	8
James Strickland	4
Larry Glenn	2
Bret Kinman	2

Intermediate

Dave Epstein	425
Chuck Hermann	331
Robert Henderson	325
Henry McHarney	299
Charles Petrilli	206
John Dodd	200
Logan Carbin	131
Gil Johnson	125
Micheal O’Brien	102
Jack Garriss	75
Blaine Couch	25
Mark Vaughn	25
Don Smith	12
Partap Davis	2

Jeff Frickstad	2
Scott Jaworski	2
Ken Piniak	2

Basic

Steve Miller	325
Jeannie Garriss	250
Aaron Schmiedicke	225

Junior

No entries	0
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2018 MODELER OF THE YEAR POINTS

As of 6 May 18

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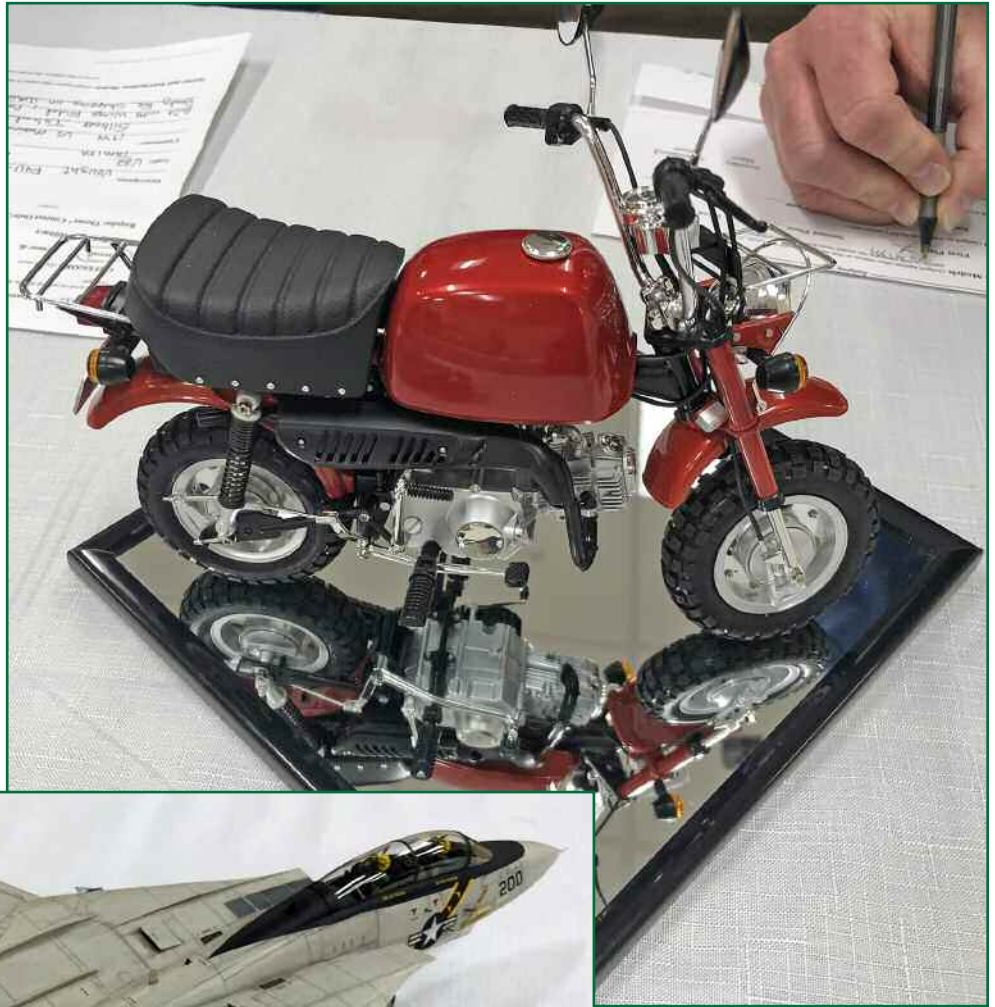
ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

BONUS PAGES!

MAY CONTEST WINNERS

There were two contests in May, the Special “Tamiya vs. Hasegawa” contest and the “1918” Sponsored Contest. Both were non-points contests. [Photos by Frank Randall and Joe Walters.]

First off, Tamiya vs. Hasegawa. This page, top to bottom, Tamiya: David Epstein’s *Honda Z250J-III* (Intermediate), and Casey Rupley’s *F-14a Tomcat* (Masters).



This page, top to bottom, Hasegawa: Robert Henderson's *J2M3 Raiden* (Intermediate) and Larry Glenn's *Bf-109G-6* (Masters).



John Tate's sponsored "1812" contest winners. This page, top to bottom: Dave Straub's L-11 Zeppelin (Best Central Powers Subject) and John Dodd's St. Chamond Tank (Best Allied Powers Subject).



BONUS PAGES!

THE EAGLE'S VIEW

MIKE BLOHM

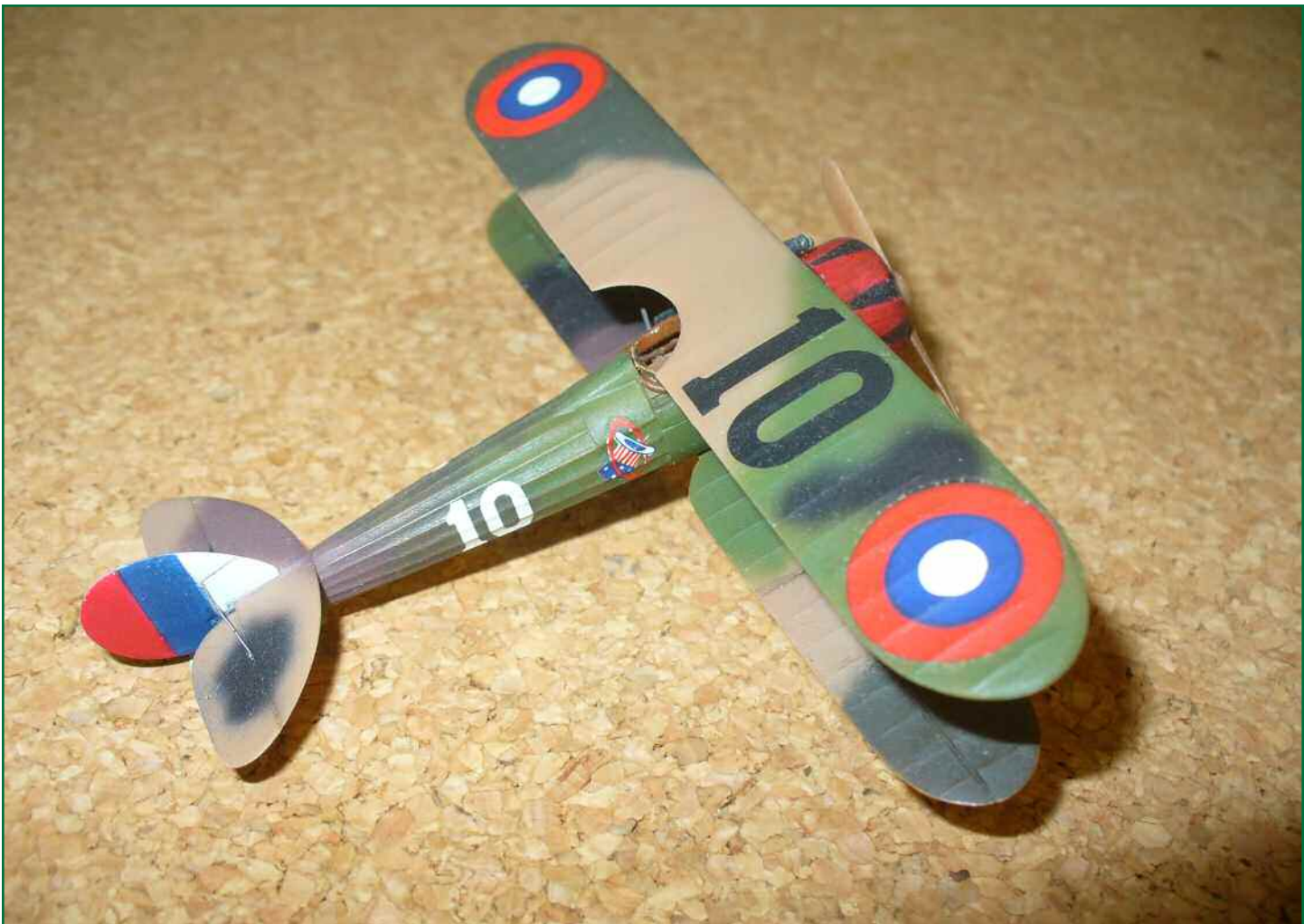
American Aces of World War I

1st Lieutenant Douglas Campbell made history as the first American-trained ace in WWI, accomplished flying with the 94th Aero "Hat in the Ring" Squadron. Assigned to the 94th in March 1918, he claimed his first victory on 14 April 1918 flying the Nieuport 28 "Scout." This victory, and Alan Winslow's near-simultaneous claim, were the first victories for the squadron. Four US squadrons (27th, 94th, 95th, and 147th) of the 1st Pursuit Group were equipped with the Nieuport 28 in 1918 before sufficient SPAD S.XIIIs became available. Note that SPAD stands for Société Pour L'Aviation et ses Dérivés, the company that built them. Campbell became the first American-trained ace with his fifth victory on 31 May. He had six kills before he was wounded on 5 June, continuing an air battle despite shrapnel from an artillery round in his back. Campbell went back to the USA to recover, returning to France to rejoin the 94th shortly after the armistice. Campbell received the Distinguished Flying Cross (DFC) with four oak leaf clusters, the French Legion of Honor, and the Italian Croix de Guerre with two palms. His victories included four Rumpler C and two Pfalz D.III aircraft. He joined Pan American Airways in 1935, becoming vice president in 1939 and then general manager in 1948. He was with Pan Am for 24 years before he retired in 1963. Campbell died on 16 Dec 1990 at the age of 94.



Nieuport 28 Model: The model of Campbell's Nieuport 28, serial N6164, white 10 of the 94th Aero Squadron depicts the aircraft that he was flying when he scored the first US-trained victory of World War I, located at Toul, France, in May 1918. This 1/2-scale model is the Revell Nieuport 28 kit from the 1960s. It was built in April 2005 and is finished in Model Master colors. This kit has been reissued many times over the years, and some issues have had Campbell's markings. The kit is an easy build—besides trying to mount the wings—and looks fairly good. It has no interior, so a seat, seat belts, and instrument panel were built. Aircraft rigging wires were added using stretched sprue. Note that there are several wires mounted alongside each other from the wing at the top of the outboard strut to the fuselage, which makes it look like it is too thick, but that is the actual construction of the aircraft.







2nd Lieutenant Frank Luke is known as “the Arizona Balloon Buster.” He is the 2nd-ranking American ace who was in the US Service in WWI. He is the 18th-ranking Air Force ace (tie) and 23rd-ranking American ace (tie). Luke was assigned to the 27th Aero Squadron in July 1918. Luke was a controversial and aggressive “lone wolf” pilot who disregarded orders and was known to break formation. But for his flying skills, success at attacking balloons, and a forgiving commanding officer, he would have been transferred out of the unit. Luke scored eighteen victories in ten days between the 12th and 29th of September (he was sent on leave on the 20th through 27th). Of these victories, four were aircraft and fourteen were bal-





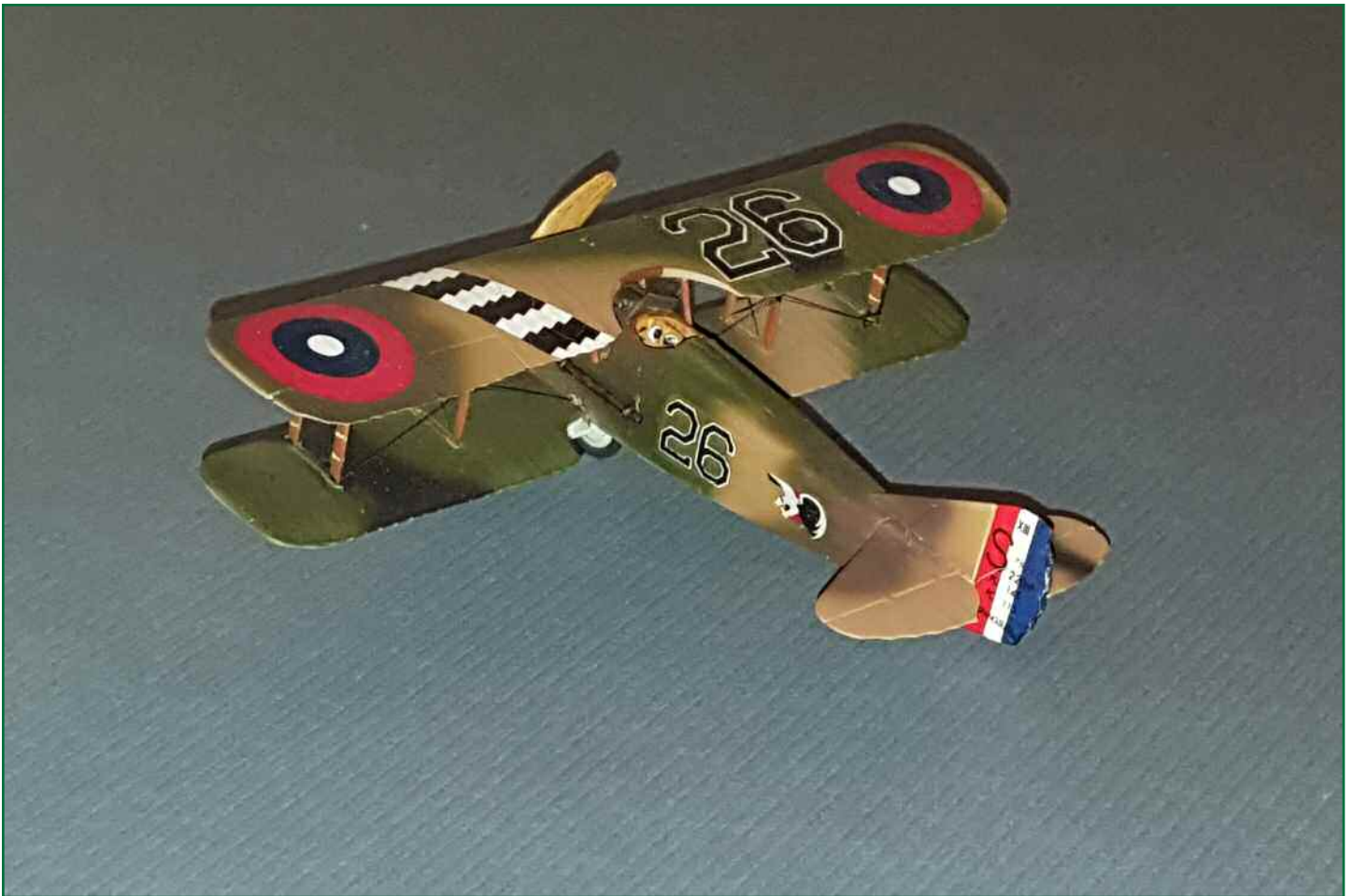
loons that were heavily defended by both AAA and aircraft. During this short period Luke scored five victories on 18 September in a thirty-minute period (three aircraft and two balloons); had two “triples” on 15 and 29 September (all balloons); and had three “doubles” on 14, 16, and 18 September (five balloons and one aircraft). Many of these missions were flown with his friend Lieutenant Joseph Wehner (six victories), who flew cover while Luke attacked the balloons. Wehner was shot down and killed during the 18 September mission. Of note, Luke brought back five SPADs damaged beyond repair. Luke’s last mission occurred on 29 September after he had been grounded by his squadron commander for insubordination. Luke disregarded the order and took off anyway, receiving after-the-fact tacit approval by the group commander. Luke was killed in action during this mission where he downed three balloons near Avocourt, France. In this action he was wounded and his SPAD disabled by ground fire. He crash-landed near Murvaux, after strafing troops in the town. There is controversy about what occurred after he crash-landed and was approached by German troops. It is likely that he was in a state of shock from his mortal wound when he fired at the troops (if he actually did) and that he probably died from loss of blood. Luke was awarded the Congressional Medal of Honor for his actions, the only pursuit pilot to win the award during the war. He was also awarded the DFC with one oak leaf cluster and the Italian Croix de Guerre. Luke, 21 years old, was posthumously promoted to 1st Lieutenant. Luke Air Force Base in Phoenix, Arizona, is named in his honor.

SPAD S.XIII Model: The model of Luke’s SPAD S.XIII, serial S15202, black 26, of the 27th Aero Squadron “Fighting Eagles” depicts his aircraft in Rembercourt, France, in September, 2018. This $\frac{1}{72}$ -scale model is the Revell SPAD XIII kit, also from the 1960s, built in October 1998 and finished in Model

Master colors. This kit has also been reissued many times over the years and some have included Luke's markings. The markings used here, however, are from an aftermarket decal sheet (Pete's Decals 72-08) that were the best available at the time, but are likely no longer available. Print Scale has two decal sheets (72-046 and 48-047 "SPAD VII to SPAD XVII Fighters") that include Luke's markings. This is an easy build—again besides mounting the wings—and looks fairly good. Like the Nieuport, it has no interior, so a seat, seat belts, instrument panel, control stick, and windshield were built. Aircraft rigging wires were added using stretched sprue, which is a total pain in $\frac{1}{72}$ scale, especially on a SPAD, which has about thirty wires. My next SPAD project will use the Eduard kit. The Eduard SPAD XIII Profipack in $\frac{1}{72}$ scale and the Weekend Edition in $\frac{1}{48}$ scale both include Luke's markings.







Of note, there are four American aces that served only in the Royal Flying Corps/Royal Air Force during WWI who scored between twenty and eighteen victories (Frederick Gillet, Wilfred Beaver, Harold Kullberg, and William Lambert), only behind Edward Rickenbacker's score of 26. These aces are virtually unknown to the American public. Models of these aces are in my planning.



BONUS PAGES!

BOEING B-17F FLYING FORTRESS “MEMPHIS BELLE”

MIKE BLOHM

History and Restoration

May 17, 2018, was the 75th anniversary of the completion of the 25th combat mission by the Boeing B-17F Flying Fortress “Memphis Belle” and its crew in 1943. The B-17F belonged to the 324th Bomb Squadron (Heavy) of the 91st Bomb Group in the European Theater. To commemorate this anniversary the restored “Memphis Belle” was rolled out on May 17 to go on display at the National Museum of the US Air Force. This was a significant event in that the odds of completing 25 missions was very low at that time.

The “Belle” returned to the US to go on a war bond tour and became famous in multiple movies—the latest version made in 1990. The B-17 was put on display in Memphis in 1947 and deteriorated severely over the years from the weather and vandalism. The B-17 was moved to the USAF Museum in October 2005 for restoration and eventual display, and was unveiled on May 17. Of note, the B-17 “Hell’s Angels” of the 303rd Bomb Group completed 25 combat missions on May 13, 1943, becoming the first B-17 to complete the feat, one week before the “Memphis Belle.” The press, however, became enamored with the “Belle” and she was immortalized in history.

Pictures below include the “Memphis Belle” at the end of its 25th mission and subsequent war bond tour in the USA; restoration by the USAF Museum; and a model of the “Memphis Belle” (Academy’s 1/2 scale kit) built by John Tate in 1997 for ASM’s year-long rotating model display at Kirtland AFB in 1997 – 1998 to commemorate the 50th anniversary of the creation of the US Air Force on September 27, 1947.

The National Museum of the Air Force’s website has some additional information:

<https://tinyurl.com/asm1806a>

The Dayton Daily News also covers the event:

<https://tinyurl.com/asm1806b>

Pictures below show:

This page and next: the Memphis Belle in flight on its way back to the US on June 9, 1943





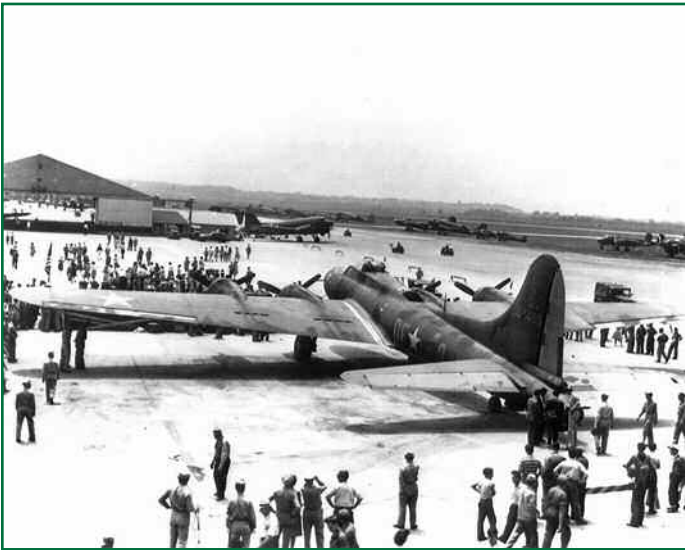
The crew posing in front of the Memphis Belle



The crew back after their 25th mission



The Memphis Belle at Patterson Field (later Wright-Patterson AFB) during its war bond tour



Right: Memphis Belle under refurbishment in 2011



Left: B-17 painted as the Memphis Belle for the 1990 movie

This page: Memphis Belle on display at the National Museum of the US Air Force



Following pages: Pictures of John Tate's B-17F Memphis Belle model.







BONUS PAGES!

ODDS AND ENDS

KEN PINIAK

Here are a couple of odd modeling related bits. For Christmas, my wife did something very nice. She went on the Squadron website and ordered me some presents. She didn't know what to get me for a specific model project, so she got me a "helping hands" tool, and a Squadron T-shirt. The helping hands tool has already come in "handy" on a project.

On the back of the T-shirt, it says "You might be a modeler if..."—kind of a take-off of the old "You might be a redneck if..." bit. It's cute and funny and really gets me right on.



YOU MIGHT BE A MODELER IF YOU SAY:

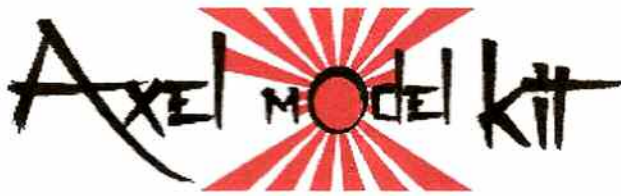
THEY'RE NOT TOYS!!! THEY'RE MODEL KITS!!!

SCALE MATTERS. IT'S TO COLLECT, NOT TO BUILD....

BUY CHEAP, STACK DEEP!
MY STASH OF UNBUILT KITS ISN'T THAT OUT OF CONTROL. I CAN QUIT WHEN I WANT.
IT IS SO OVERSCALED.
SORRY I'M LATE. I HAD A FLAT ON MY 1/1 SCALE CAR.
I HAVE A DRAWER FOR HEADS, ANOTHER FOR ARMS AND LEGS!
"WHY YES DEAR, I'D LOVE TO GO TO THE CRAFT STORE WITH YOU!"
IT WAS A CHEAP ONE AND I WANTED TO EXPERIMENT
"THAT GREEN IS TOO YELLOW"

IT WAS RIGHT HERE!
SO I GOT THE TOP OFF MY FERRARI.
I WILL JUST BUY THIS ONE, AND THEN HIDE IT!!!!
I PICKED THE WRONG DAY TO QUIT SNIFFING TESTORS GLUE
YOU USED MY BOTTLE OF FUTURE ON THE FLOOR!!?
I'M STOCKING UP FOR RETIREMENT.
THAT SEAM NEEDS WORK.
YOU CAN NEVER HAVE ENOUGH PAINT.

I do a lot of buying on the internet and eBay from foreign dealers. Recently, I purchased a figure from a dealer in Italy. On the receipt he added a personal note. So apparently we are world famous! I wonder if he watches "Better Call Saul!"



Da:

Massimiliano Guarino
Via del Mare 51 (Parco Agorà int.2)
Marano di Napoli NA 80016
Italia

Destinatario:

Ken Piniak

Albuquerque NM 87110-3641
Stati Uniti

Documenti di vendita e spedizione

Quantità	N. oggetto	Titolo oggetto	EUR numero	Data	ID
1	360874942417	ASGARD RESIN KIT 5008 EUROPEAN TRUCKER 1/24		25-mar-2018	11896
				Prezzo	Totale parziale
				EUR 15,00	EUR 15,00
				Totale parziale:	EUR 15,00
				Spedizione e imballaggio (Spedizione internazionale standard):	EUR 12,00
				Sconti del venditore (-) o spese (+):	EUR 0,00
				Totale:	EUR 27,00

Thanks Ken!

For any problems please contact me!

Ciao! Udo's

NICE CITY ALBUQUERQUE! I HAVE WATCH BREAKING BAD!

BONUS PAGES!

MY FAVORITE MOVIE STAR AND WAR HERO

FRED HORKY

More About Jimmy Stewart and His Airplanes!

The April ASM newsletter included my review of “Mission—Jimmy Stewart and the fight for Europe.” That book describes how Stewart had learned to fly in the mid-1930s, paying his own way for training up to a commercial pilot’s license. His personal aircraft during that period had been a Stinson.



Then, instead of taking the easy “movie celebrity” route to remain safely on the WWII home front, he fought both movie industry and military establishments to fly actual combat... and a lot of it... in WWII. (An early stop along the way was as a B-17 and B-24 flight instructor at Albuquerque’s own Kirtland AAF.)



Since reading details of those wartime exploits, I’ve come across information about what happened to the *last* airplane that Stewart personally owned; a Cessna 310F (N6775X) that he purchased new in 1961. Seen here (at right) with his family and “Seven-five-X-ray,” after owning and flying it for several years the Cessna was sold.

Records indicate that it remained airworthy until 1995, when a subsequent owner (*not* Stewart) passed away. Unusual in the case of an aircraft, an heir could not be found and the airplane became derelict at a Dallas airport. After being de-registered by the FAA it had deteriorated to the point that it was about to be scrapped when the historical significance of N6775X was discovered.

Many interested parties combined efforts to save the Cessna: first in having it moved to Stewart’s Pennsylvania home town of Indiana (yes, that’s the name of both a county and its county seat in west central *Pennsylvania*) and then being restored to non-flying, display condition by volunteers of an EAA (Experimental Aircraft Association) chapter. Back in its original colors, in 2015 N6775X became the centerpiece of a parade in Indiana, Pennsylvania, and is now a prized artifact of its most famous son.



A few surprises were found during my surfing for information on Stewart's Cessna 310. About my first cast on the net produced a picture of *one of my own models* that I'd long forgotten about! The picture and caption at right had been provided to the webmaster of the IPMS/Robert L. Scott chapter in Georgia many years ago, long before I moved to North Carolina. The model had been built even further back, in the very early 1980s... almost *forty* years ago! (I presume that Blue Canoe is still among the large collection of USAF aircraft models built by chapter members for the Robins AFB Museum; I haven't seen the display or my model for a very long time.)

The then-fifty-cent kit was old even when I bought it way back when. I had thought it an original Aurora release, but my surfing showed that Aurora had repopped it from even earlier Comet molds!



The Cessna U-3A Blue Canoe kit is a tiny little thing modified out of an exceedingly rare (extinct?) Aurora 1/72 kit; a very nicely done late 50's/early 60's vintage kit. It was issued as a civilian Cessna 310, had recessed civil N-number, to be filled, and had no landing gear, being issued with the dinky little display stand of the era. But most surface detail was RECESSED. Adding a landing gear scratched from spares box wheels, sprue, and sheet stock gear doors turned out to be surprisingly easy. Masking the white paint to have a white surround on the tail insignia was a challenge, but the hardest part was getting enough *weight* in its pointy little nose to make it stand on three wheels. To this day, it does that barely. Breathe on it and it sits on its tail. The white United States Air Force decals not easy to find came from Bob Leavitt's decal spares, as did the blue tail serials. As I recall I put individual numbers together to have an authentic S/N. This *model* currently resides in the big 1/72nd Gen Scott chapter collection at the Robins museum.



Online sources today describe the kit as both a Comet 1/64 and an Aurora 1/72 [?]. When I built it I wasn't suspicious so never did measure, and really don't care now! Aurora (and Aurora-Canada) issued the same kit several times with different boxes and decals.



As noted in the website description: the kit is simple in the extreme. "So," you ask, "what *other* kits might be available to model the airplane known from day one in the USAF as the 'Blue Canoe?'" That name has survived even after the standard T.O. 1-1-1 scheme was changed to white



over grey, and then

retirement. It appears the moniker will be attached to the airplane forever! After transfer, this Army U-3B "Blue Canoe" was photographed in 1976.

In answer to your question, my surfing found at least two other U-3A kits that *might* be available. The first is a 1/72 resin kit priced at (choke) €49.95 from "Lift Here" (no kidding) of Serbia. Former IPMS/USA E-board member, fellow USAF retiree, and good friend Chuck Holte has given an in-the-box review on Cybermodeler Online (<https://tinyurl.com/asm1806c>).

Then there is a 1/48 resin kit from “Rug Rat Resins” of the UK for the (choke-choke) price of 119.99 Pounds Sterling. My hasty search couldn’t find much in the way of reviews.



About the Military Cessna 310s

Naturally, I had wanted to convert my kit to the military U-3A “Blue Canoe.” As about all aviation enthusiasts will be aware, in 1957 the USAF purchased a significant number (160) of Cessna’s Model 310A more or less “off-the-shelf” to be used as light transports and utility or staff airplanes, originally designated as the L-27A. In 1960 – 61, a further 36 of the Cessna twins were purchased as L27Bs; essentially these were the Model 310F with the swept rudder like Stewart’s. With the 1962 tri-service designation realignment, they were re-designated into the new “utility” category as U-3As and U-3Bs. They served well in widely diverse missions. Most were rather dull; the aviation equivalent of Mr. Roberts’s ship sailing “...between tedium and apathy, with an occasional side trip to monotony.”

But a very few had a most interesting mission with the 100th Strategic Reconnaissance Wing at Davis-Monthan AFB, Arizona. Certain aspects of the Blue Canoe’s performance envelope were found compatible with those of the world’s most famous “U-bird,” with the U-3 serving as a “chase aircraft” for the U-2 in the latter’s difficult takeoffs and landings. In local parlance, the odd formation was the “U-2 and Me Too.” (The U-2 recce airplane had earlier received its utility designation to help keep super-secret that black recce project at Kelly Johnson’s “Skunk Works.”)

Farther afield, in 1963 Blue Canoes arrived in Vietnam for use as couriers in transporting and distributing reconnaissance products (exposed film and the resulting photos, briefing material, and orders) between bases; I have vague memories from 1965 of seeing a little blue Cessna parked among the fast movers and heavy hitters on the ramp at Ton Son Nhut, when I passed through on my second (of three) tours to the Land of the Burning Outhouse.

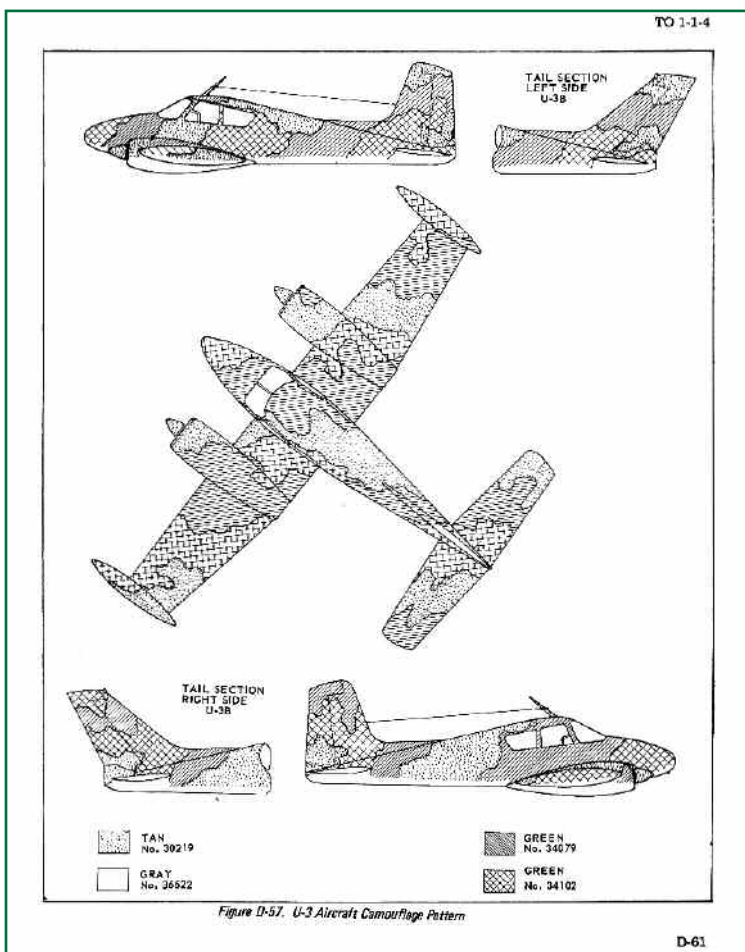
After their USAF service a small number served in the Army and Navy; I would guess that even more were transferred to other governmental agencies. Photos or other info of any such service would be welcomed.





[Editorial interruption: Fred, you asked for it, you got it! Simply entering “Navy Cessna” or “Army Cessna” into the search field in Google Images turned up these three (and many other) images. It is left as an exercise for the enthusiastic student to dig up information on what, where, why and when! Now, back to Fred. -JW]

Today quite a number of these military Cessna 310s survive in museums; this one is among the three hundred or so airplanes and other aerospace vehicles in Tucson’s Pima Air and Space Museum*. (A word to IPMS conventioners going to Phoenix this year: have you signed up for the day trip to Pima? Why not?)



About Brown, Green, or Any Other “Not-blue” Air Force Canoes

Before anybody asks, my (1978) copy of T.O. 1-1-1 (“Exterior Finishes, Insignia, and Markings Applicable to USAF Aircraft”) does include this “Brown, Two Shades of Green, and Gray” SEA camo scheme for the Blue Canoe, but I’ve not seen evidence that any were painted in camo, in or out of Vietnam. But note I did *not* say “none” had been so painted (I learned long ago that when talking about airplane configuration, paint schemes, etc., it’s best to *not* use words like “not,” “never,” or “always!”).

(*) Addenda: Even More About Not Much

Was your curiosity aroused about that very shiny and curious looking apparatus parked *next* to the Blue Canoe at Pima? Well, mine was: so naturally, I surfed some more!



In this Google “View from Space,” the Pima U-3 can be seen parked among other curiosities, away from the more famous fast movers and other glamor birds. Our Blue Canoe can be seen at the upper right. At lower left, Northrop’s fixed-gear (!) tri-motor YC-125. And in the middle, the thing that looks like some sort of George Lucas spaceship is the Budd RB-1, a transport design built in limited test numbers for the US Navy during WWII (<https://tinyurl.com/asm1806d>). It’s shiny because it’s made out of *stainless steel*.

Note that the wings and their shadows show that light passes *through the wing*: that’s because the Bud wasn’t *all* stainless steel, but (sort of like the Navy’s PB4Y) the wing was covered with *fabric* aft

of the wing spar box! Fabric doesn’t last long in hot, bright sunlight, and that’s one thing the Sonoran Desert has in great abundance...

While the type had some interesting features, spot-welded stainless steel was too heavy and not as efficient as the aluminum standards of that period, so the Budd was never successful. Budd being famous as a *railroad* car constructor didn’t help the reputation: one quote is that “...for an aircraft built by a railroad car company, it indeed handled like one.”



[Editorial interruption again: Fred spent a lot of time referring to this model kit, and I built one of these myself long, long, ago; like when I was twelve or so, and these things were still in stores. Unaware of organized modeling or any techniques, this was just glued together and painted by hand—I’d never heard of masking!



During the postwar years, my father worked part-time as a corporate pilot for a now-defunct Texas hotel chain, and he flew this exact airplane, good ol’ 3633D. My only references were a black & white photo and my color memory. The numbers came from an Estes rocket decal sheet. When I gave it to my dad as a gift, he was quite flabbergasted and kept it on a shelf in a place of honor in his bedroom until the day he died. I re-acquired it after that, and remember him whenever I walk past it. And Fred’s correct—this is a very simple kit to build! -JW]

BONUS PAGES!

SYRIAN MiG-21

JOHN TATE

Syria has been in the news lately so here are some shots of a Revell 1/32 MiG-21MF I completed late last year, in current Syrian Air Force markings. The inspiration for the build came from a 2016 video clip I saw from the Russian media site RT, which reported on Syrian air operations in the midst of their civil war, using 1970s-era Soviet military equipment.

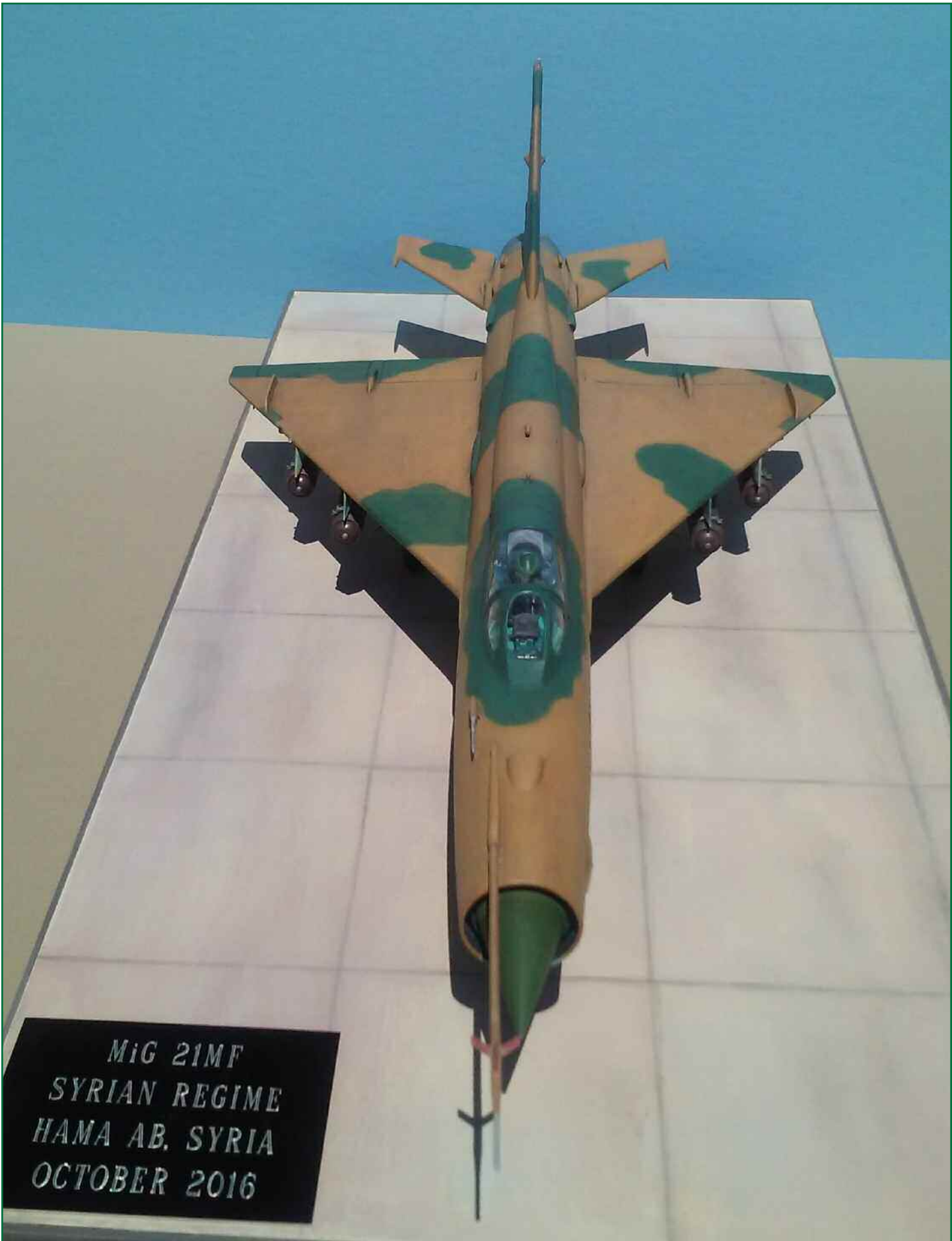
Researching these aircraft, it appears they wore a "Hungarian"-style camouflage of mustard brown and bright green, with light gray or light blue undersides. No roundels were carried, just the national flag on the tail with Arabic aircraft numbers. These warbirds were worn and weathered to an extent you would not see on peacetime in-service aircraft; it's amazing the Syrians were able to keep them in the air at all, but MiGs of that era were designed to be rugged and easy to maintain. Nevertheless, it was quite a feat for Syrian pilots to strap one of these on for a combat mission, especially since certain death awaited them if they ejected over rebel territory.

Although the MiG-21 was originally designed as a supersonic interceptor, its use in the Syrian civil war has been as a bomb truck, so no air-to-air missiles were carried—just Russian or locally-made bombs. There were only two scale bombs in the Revell kit, so I ended up borrowing some from the Trumpeter MiG-21 kit, along with many other odds-and-ends, to improve the appearance and accuracy of the Revell kit, especially in the cockpit. It was the labor of a year to complete but looking back it was a rewarding build and gave me a chance to learn more about the MiG-21. If you have one of these kits, they are well worth building if you don't mind some old-fashioned scale modeling, which means a lot of surgical accurizing and borrowing of parts, but just like the original, the model is a tough old bird that can stand a lot of handling.









*MiG 21MF
SYRIAN REGIME
HAMA AB. SYRIA
OCTOBER 2016*

BONUS PAGES! STARFEST 2018 JOE WALTERS

It happened again! The annual StarFest science fiction convention took place this past April 20 – 22 at the Marriott Denver Tech Center in Denver, Colorado.

It's really a conglomeration of several simultaneous conventions and events (including ArtFest, ComicFest, CosPlay, GameFest, KlingonFest, ModelFest, RoboCon, ScienceFest, and StarFest itself). These now all take place under one roof, and a ticket to one gets you into all.

Registration opens Friday morning, and the conference runs well thru Sunday (the last event ended at 6:00 P.M. this time). To make life easier, my wife Linda and I picked up the habit some time ago of driving up on Thursday (the parking lot is jammed full early Friday), and we drive back home on Sunday.

StarFest features celebrity guests, who appear on stage and sign autographs and are generally approachable), panels on all sorts of topics, guests in amazing costumes, parties, music, and far too many scheduled events to possibly attend all of them.

There is also an art show depicting a dazzling array of sci-fi and fantasy subjects; classes on costuming, surviving the zombie apocalypse, creating mock weapons, and more; movies and TV showings, writing workshops, kids' activities, model make & take, Tom Grossman's airbrush demos, the Model Show (the part that will interest most of you, more on that later!), panels on science featuring JPL and Lockheed scientists, and on and on.

We were particularly fascinated by that last bit. The scientist currently in charge of Hubble Telescope operations spoke on latest discoveries and future plans for the satellite; People involved in the InSight Mars Lander (which launched days after the convention!) briefed us on that mission, and much more. We had to miss the one we wanted most, the Kuiper Belt exploration presentation, as that took place at the same time a guest we *had* to see.

The show takes place at the Marriott Denver Tech Center, which is in the southern part of town, so you only have to drive to Denver, not *through* it! The place recently underwent a major



Above: Convention logo. Below: Convention T-Shirt design



renovation, and is now just beautiful. The rooms are large and clean, the staff helpful and friendly, and things just seem to work right at the place. We like it!

Food service was rather limited before the renovation, but not now! The atrium now features a large restaurant and bar with lots of seating, a diverse menu, and some excellent food. During the convention, there were not one but two of those convention-burger serving line setups, and we never had to stand in a long line for those. There are even places to sit and eat now, something that was lacking before!

It's hard to tell how many people attend these things, as some people come for the whole thing, and some do one or two days. How do you count them? I'd guess easily two to three thousand people were there, but that's just me.

Many costumes were in evidence throughout the show (and there is a Saturday night costume competition that is not to be missed!). Here are a few:



Top, left to right: This guy just looked super, and was in this outfit for the whole con; and even Old Luke Skywalker needs some canned refreshment now and then.

Below, left to right: Ruby and Leeloo from *The Fifth Element*; and of course Power Girl / Power Woman always keeps abreast of the latest in cosplay trends, ever ready to open a window of opportunity.





Top, left to right: Lord Vader appears to be in a mood—but then, he always is (nice red glow from the lightsaber onto his helmet and chest piece); and Gamora from *Guardians of the Galaxy* is seen here in the Pint Brothers restaurant/bar.



Left: Here we Loki, as usual looking for mischief. I tried to get a shot of the back of his costume, but, as you can see, another convention attendee got in the way of the second shot. Sorry about that. But I did later happen upon him as he chanced to encounter someone dressed as Thor and caught them both together!

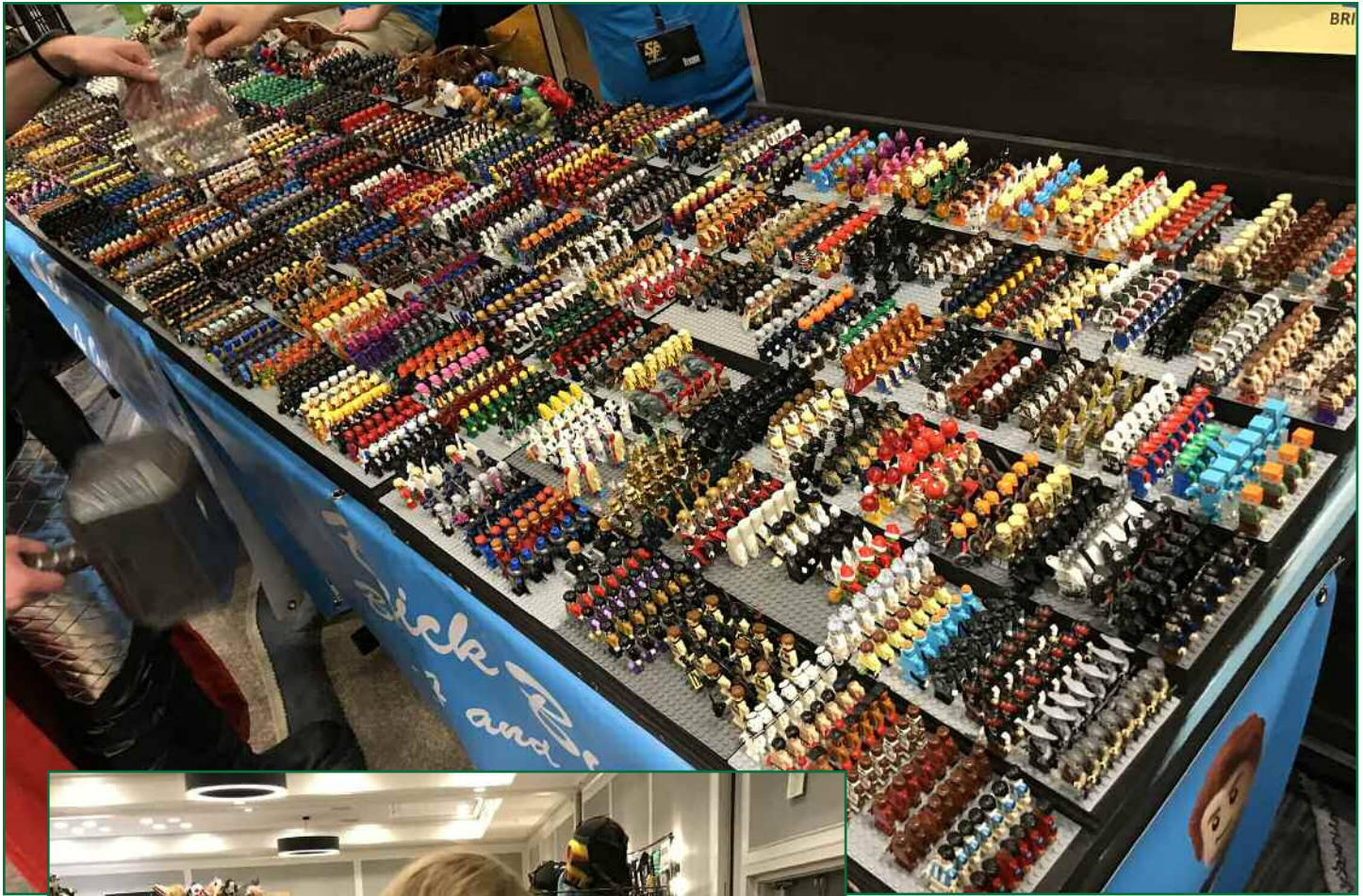


As with all conventions (even our Chile Cons!), there is a vast Dealers' Room filled with people seeking to part you from your money and exchange it for something they won't have to carry back home. StarFest is no exception, and the variety of merchandise is nothing short of mesmerizing, and much of it would be of interest to modelers!

First off, this. I didn't even know this was a thing! These are tiny LEGO figures, about an inch high or so, and they represent many *many* characters. In this shot alone, I can pick out Pennywise the clown from *IT*, four *Lord of the Rings* characters (pretty sure that's a Nazgûl next to Legolas), Ash from the *Evil Dead* movies and TV series, the Grinch, Pinhead from the *Hellraiser* series, and more. *And they were selling!* I don't get it.

And this is a close-up! Check out the entire display on the next page. And this was one of *three* booths selling these things!





And to the left we see Thor again, checking these out. Moments after I took this shot, he picked up a figure and showed it to his girlfriend: "Look! I found a Heimdall!"



Above: This guy was selling these welded metal figures. You see this sort of thing around here regularly at the Weems ArtFest and similar events; this one was all sci-fi/fantasy, however! Well, mostly; not shown is a mariachi figure playing a trumpet, which I brought home.

Below, the booth of a very classy fellow. You'll note the Austin Powers logo on a box at left; it's a Dr. Evil and Mini Me figure set. Vern Troyer, who played Mini Me, had died that very morning. Someone noticed that the dealer hadn't run up the price yet. He said he doesn't do that at conventions, it would be disrespectful. The price stays as is through the entire show. "It's a win for everybody," he said. Not a typical attitude at these shows! Carrie Fisher autographs were through the roof...





Left: A booth offering model kits (note the new *USS Franklin* on the top row in the tallest box!) and various accessories.

Below: When things get stabby it is good to be prepared. This is an eclectic show!



Above: A lot of model kits here, along with figures and such. They also had what appeared to me to be a complete set of figures from the *Kingdom Come* graphic novel series, not that anyone reading this is likely to care... but they looked great!

Right: A random selection of figures in various sizes and scales, useful for adorning a diorama or vignette.



And guests! There were many, though we did not see them all. These three stood out.



At left, Levar Burton (Geordi LaForge from *Star Trek: The Next Generation*) has done this for so long that he really has the process down. He was an excellent guest, had answers for everything, and was completely in control of his presentation.

At right, Gigi Edgley (Chiana from *Farscape*) was really fun, very energetic, and a very popular guest. She was continually in motion; I took several photos of her, and they all have something blurred, usually a hand like you see here. Incidentally, she confirmed that Chiana is gray, not blue, it's just that the set lighting gave her a bluish tint on occasion. And she told a fun story about the day she had that gray makeup applied *all over*.



At left is Mary Chieffo, from *Star Trek Discovery*, the new series currently in production. She's a little hard to recognize here, as her face is completely concealed on the show when she plays the Klingon L'Rell. She had a lot of interesting insight to share about the new show, the cast, and the surprises revealed during the last part of the first season.

Not pictured is Penny Johnson Gerald, who also appeared. She currently plays the ship's doctor on *The Orville*, but was also on many episodes of *Star Trek: Deep Space Nine*. As someone with a foot in both worlds, she had a lot to say about how different the two productions are, and how careful they are on *The Orville* about crossing certain lines.



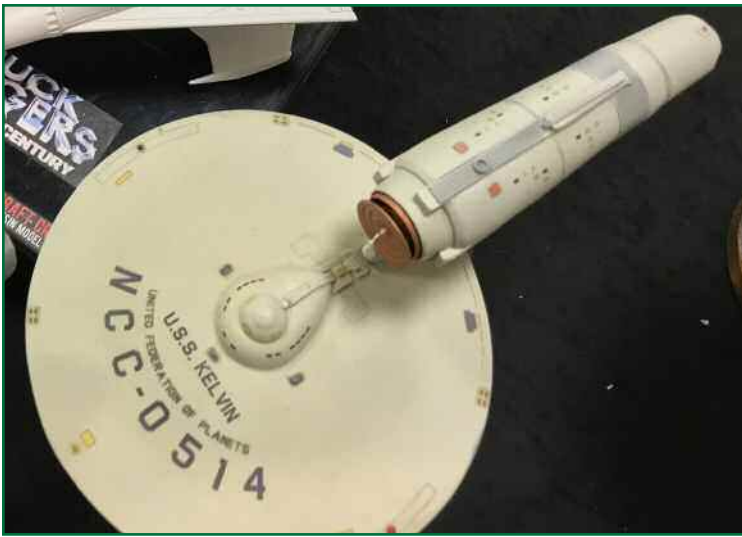
Okay, okay, models! Fine.

The CoMMiES group puts on Model University, and classes run throughout the convention, and include such sessions as Resin Casting, Studio Scale Ships, Modeling 101, Decals, Intro to Resin Figures, Lighting, Miniatures, and more. There is also a Make & Take area, and Tom Grossman was here demonstrating Iwata airbrushes.

Vern Clark runs the Model Show, the contest. We need to get some ASM members up here to enter this thing! Competition is high, but you guys can measure up. This year, I counted sixty-plus models, though some were parts of collections. Let's get up there and bring back some goodies!



Lots of Star Trek stuff! Here is a set of various starships from mainly the original series timeframe, but a few from elsewhere.



Top left: *USS Kelvin* from the 2009 movie *Star Trek*, but rendered here as a starship from the original series.

Top right and center: Some nicely weathered *Battlestar Galactica* subjects

Left: An interesting display of the *Botany Bay* from *Star Trek*.



Top left: A monolithic subject to be sure. I tried to get closer to this one, but it started to make this awful noise and there were these lights...

Top right: Nicely detailed build of a U-Wing fighter

Left: Naboo fighter

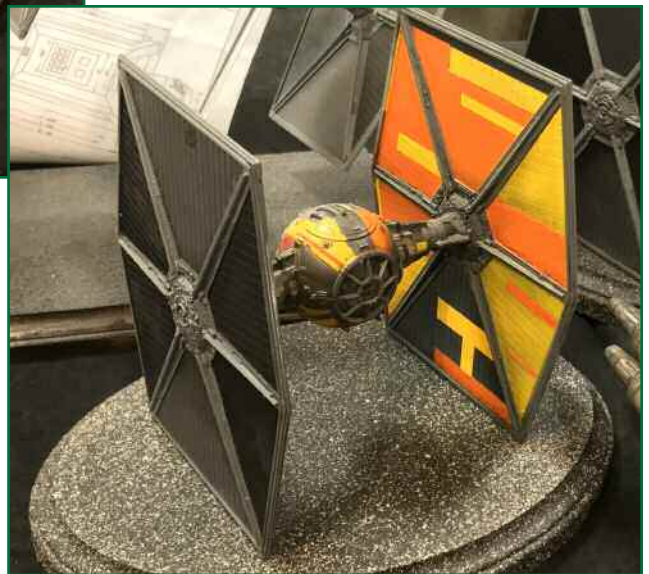
Below: R2D2 has an encounter





Two TIE vehicles above, and a seriously weathered landspeeder to the left.

Below: Anyone who watched the *Star Wars: Rebels* series will recognize this captured and repainted TIE fighter.





A couple of big kits! X-Wing fighter above, and Cylon raider to the right. The placards next to each are letter-size (8.5 x 11 inches).





Top left: A big K-9 build, possibly scratchbuilt, possibly 1:1 scale (I don't know!)

Top right: A vertically mounted Viper fighter

Above: The Batmobile from the *Justice League* movie

Right: A Vulcan shuttle with warp sled from *Star Trek*





Top: USS Voyager



Left to right, some small entries. The Adam West Batmobile (one of those metal punch-out-fold-up kits), R2-D2, Captain America's shield, BB-8, and The Thing from the recent (and best forgotten) *Fantastic Four* movie







I'm guessing these are all Japanese subjects, with which I'm not familiar. Sorry!





More figures. Notice the purple tags, used for People's Choice voting. Familiar?

Below, a nice *Battlestar Galactica* subject





Upper left: Disney's Moonliner; upper right, no idea!

At left, a DRD (the little repair droid from *Farscape*) in 1:1 scale. No idea of whether the builder got Gigi Edgley to sign it...

Below: TIE Interceptor



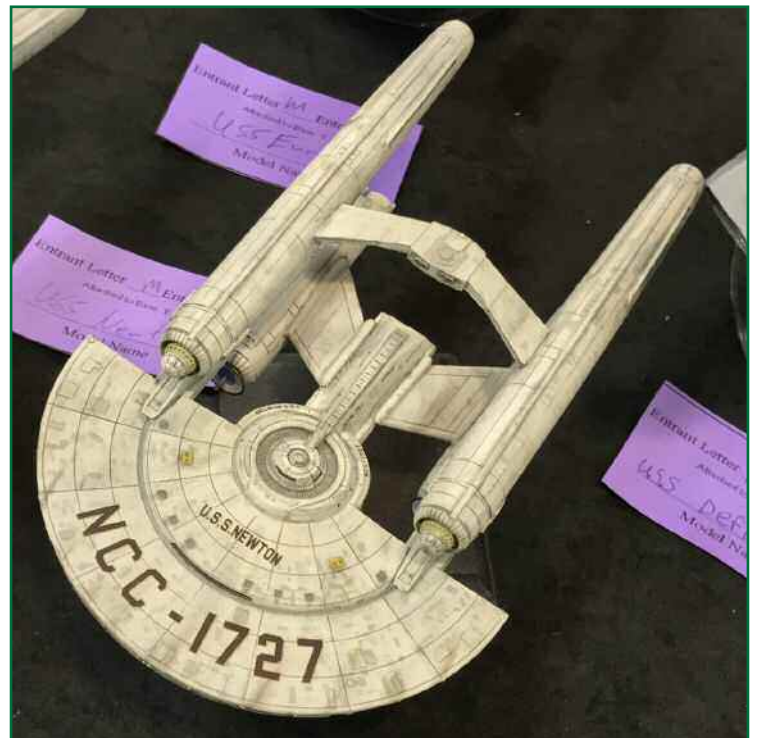


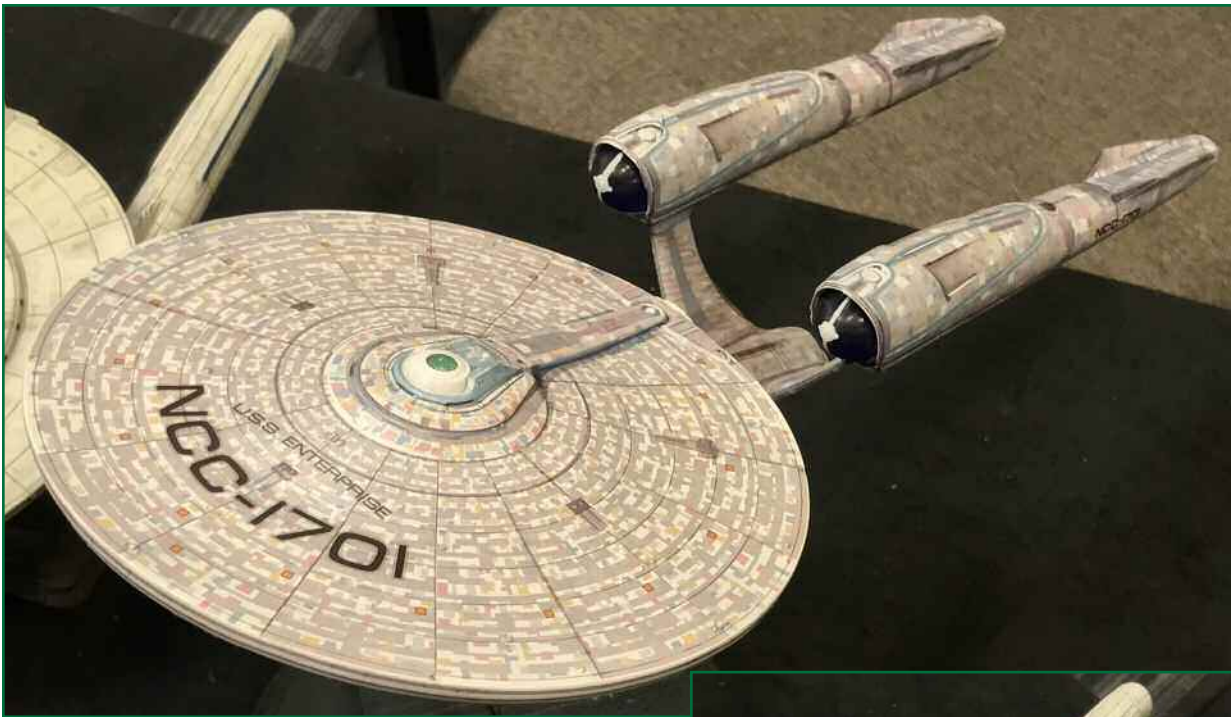
Top row: Remember, when photographing a Romulan ship, get the top *and* the bottom!



Left: *USS Defiant*, probably a junior build as the paint appears to have been hand-done

Below: More Trek variants





Above: decent build of the JJ Abrams *USS Enterprise*, with the "aztec" pattern applied. Sadly, that pattern is so intensely contrasted that it really detracts from the lines of the subject.

Below: more Trek variants





Above: *USS Kelvin* from the 2009 *Star Trek* movie.

Right: I don't remember any red starships, but why not?

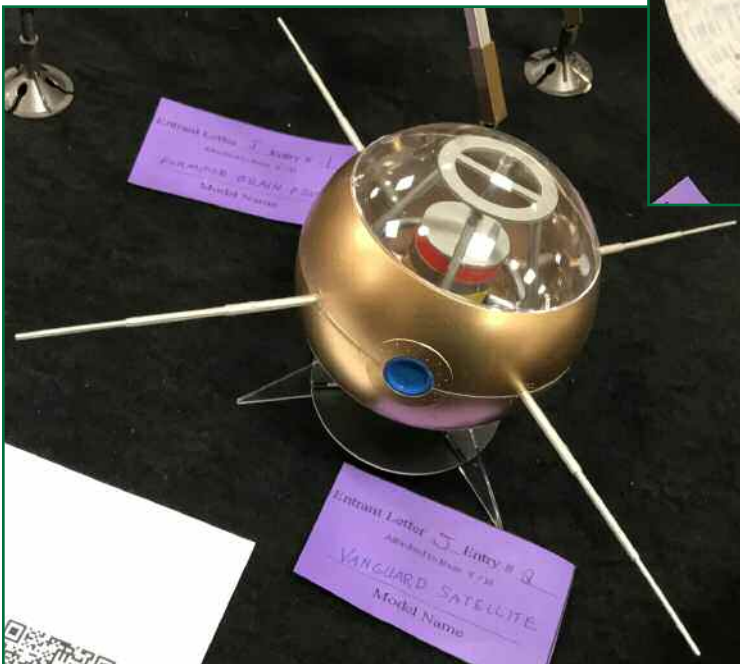
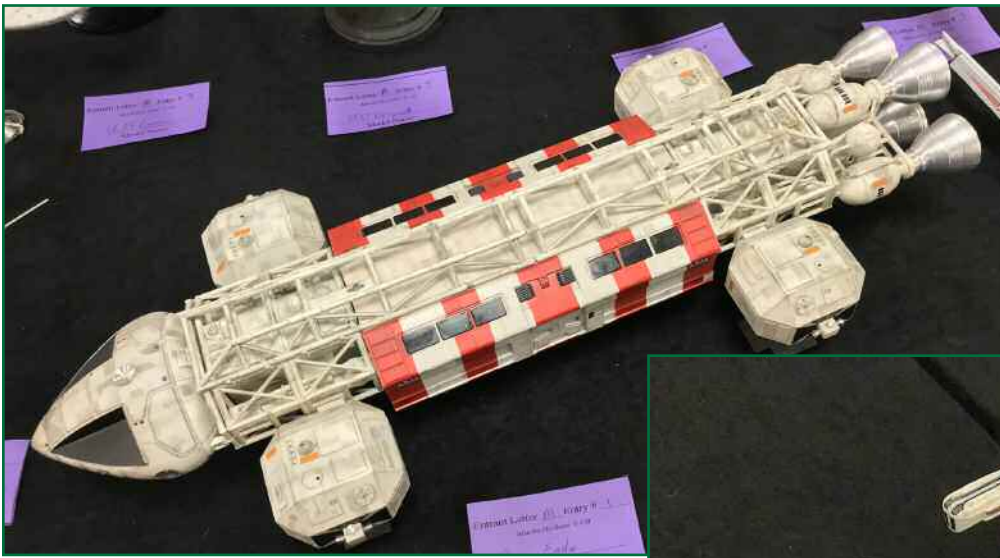
Below: Remember the *Next Generation* episode with Kelsey Grammer stuck in a time loop? This is his ship.





Some *Star Trek* and *Battlestar Galactica* subjects





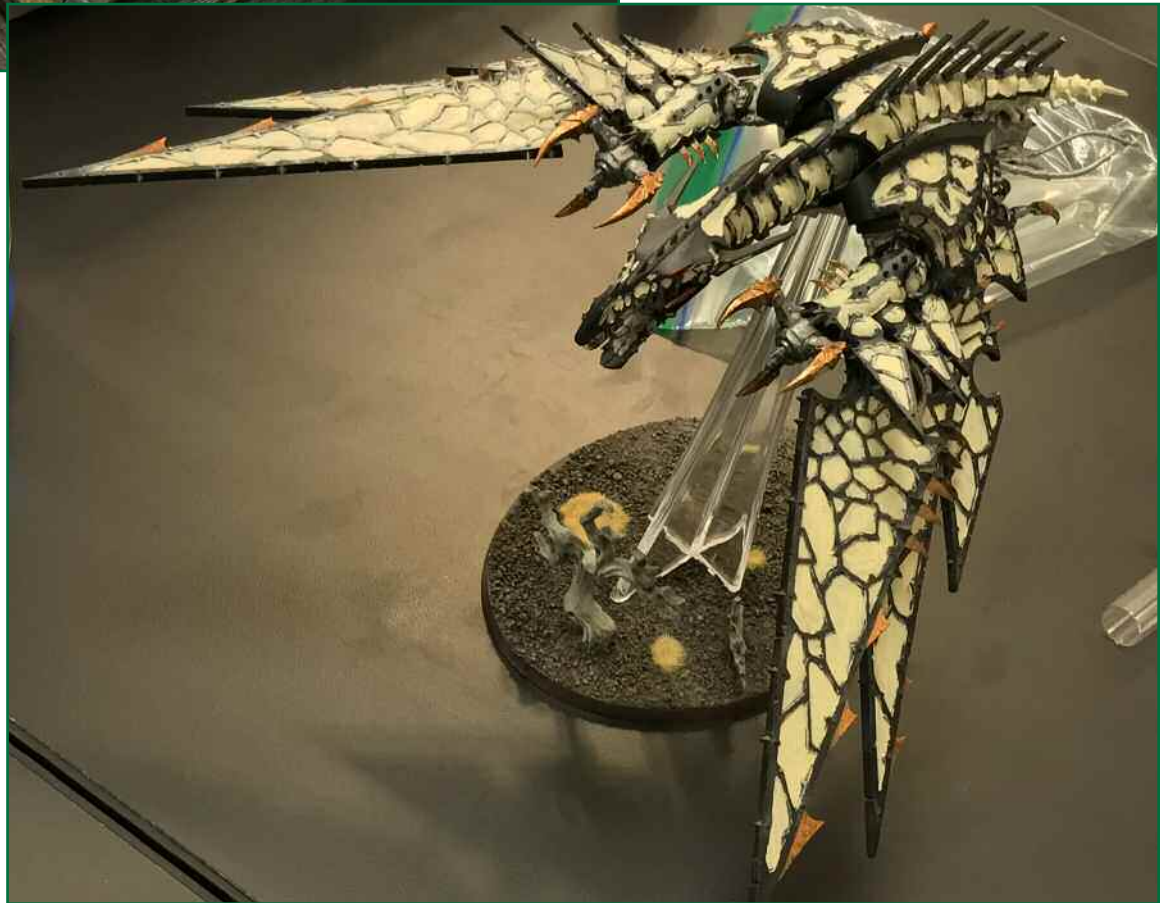
Top: The big Eagle kit from Space: 1999

Middle: Another Trek variant, and the Vanguard satellite

Right: Still planning to take over the world





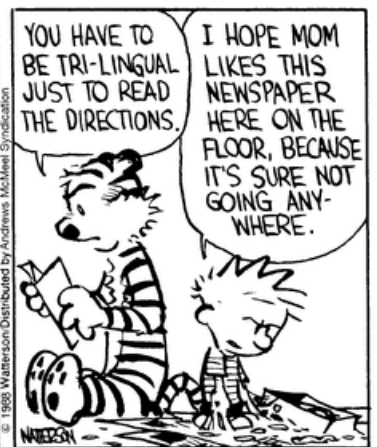
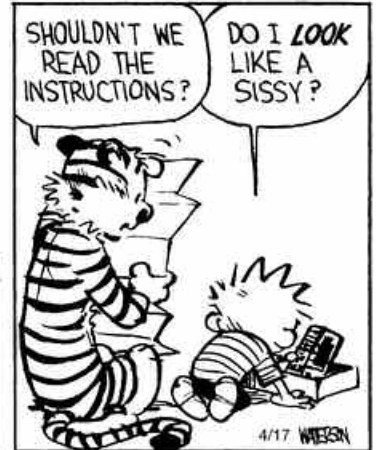
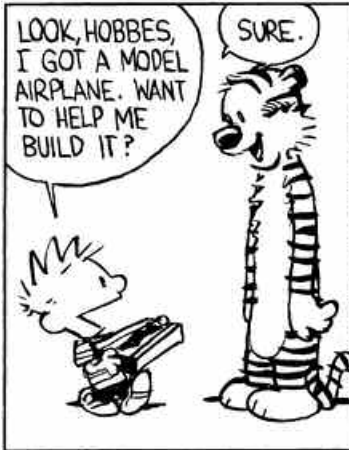


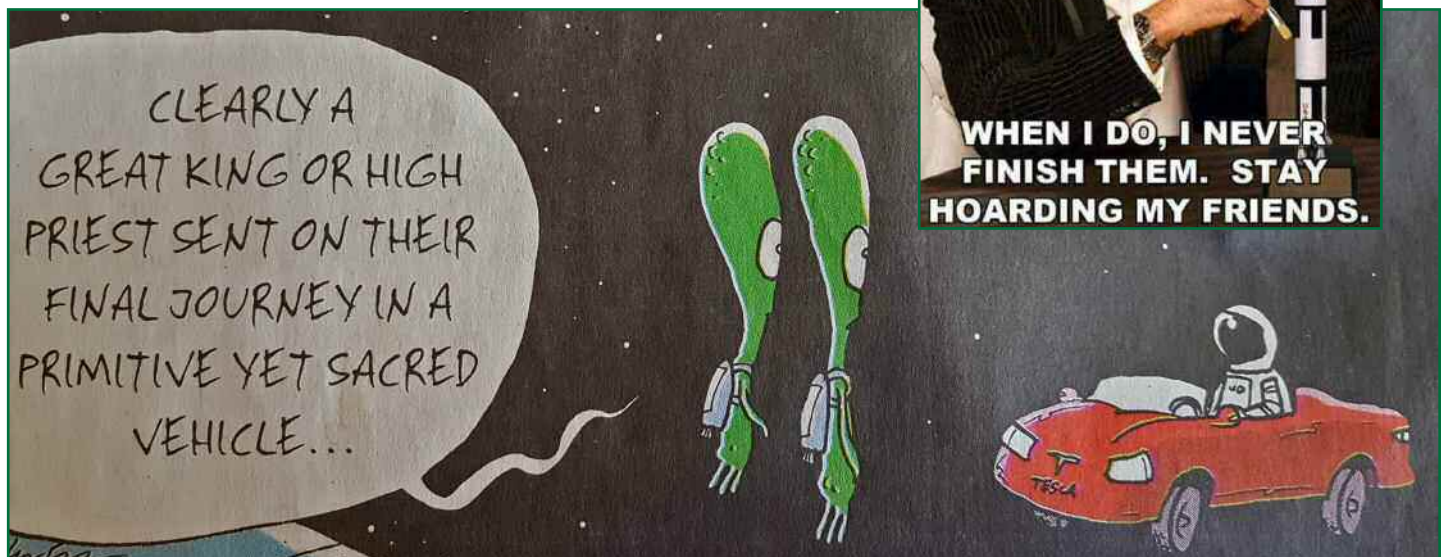
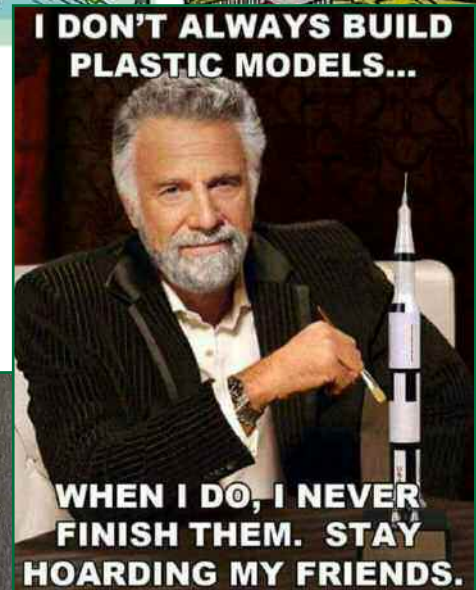
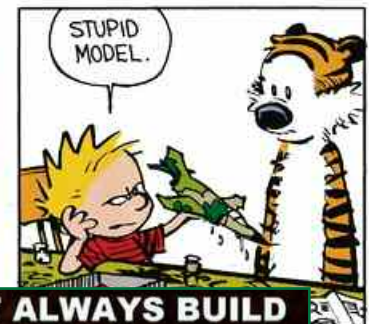
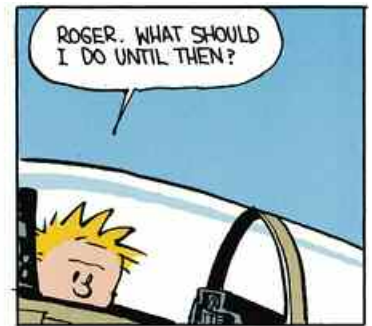
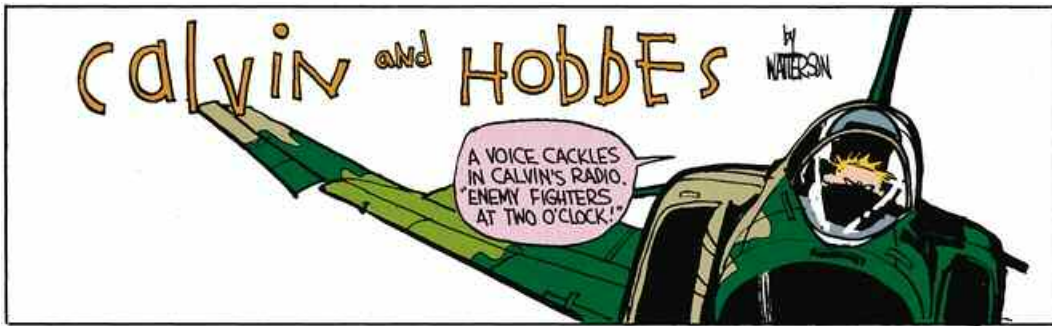
So! What do you think? Are you inspired? This is an annual contest that just cries for some ASM participation!

StarFest 2019 takes place at the same venue, April 26 – 28, 2019. Monitor www.starfestdenver.com as time goes on. And be there!

BONUS PAGES! MISCELLANEOUS

From Josh Pals: Just passing this along as I found this pretty interesting. 360 cockpit images from several aircraft including the B-36: <http://www.nationalmuseum.af.mil/Visit/Virtual-Tour/Cockpit360>





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