

**IPMS FAME CITIES
NEWSLETTER**

AKRON/CANTON, OHIO

VOLUME 2, NUMBER 4

APRIL, 2006



President
Al Imler (red-ripper11@hotmail.com)

Vice President
Ed Kinney (emkinney1@aol.com)

Secretary
Rick Slagle (IPMS34473@hotmail.com)

Treasurer
Joe Staudt (jstaudt@neo.rr.com)

Newsletter Editor/Chapter Contact
Bob Ulrich (bulrich@neo.rr.com)

Next meeting April 19

Green Public Library

MARCH CONTEST

Build Something From the Year You Were Born

Andy Miday's March Contest brought out quite a selection of models, including warplanes, cars and even a civilian aircraft. Ed Kinney took First with his Grumman Skyrocket (rumors that he was entering a Civil War balloon were unfounded). Second went to Larry Davis for his P-40B. Larry could not be present for the awards, and is not pictured for that reason. John Keller took Third with another P-40. This contest was well represented, and now its time to turn our attention to June's contest, sponsored by Larry Davis. The theme is American aircraft in foreign colors and/or cars of the Sixties. Something for everyone in those categories, so start building.



John Keller receives his award.



(Above) Ed and his First Place award.
(Right) Ed's winning Skyrocket.

Fame Cities' March meeting was once again well attended, and as the photos which appear on the following pages attest, the tables were full of models. There were so many models that the photos would not all fit on one page (that is not a complaint!). Our 'Year You Were Born' contest had a variety of interesting entries. Contest results are listed below.

April is here, and spring beckons. Spring brings showers, flowers, sun and.....model shows. As summer approaches, remember that the only difference between summer model building and winter is that you put the thermostat on 'cool' rather than 'heat'.

The big news out of March's meeting is the possibility of moving our meeting place again. Green Public Library is a fine venue for our meetings, except for the time limitations we are obliged to follow. The 8:30 PM closing time (vigorously enforced by otherwise mild mannered librarians) tends to come around before we are all ready to adjourn. Other locations are under investigation, and further information will be presented at the April meeting. It is possible that a location change could involve moving meetings to a different night of the week, which the membership will have to discuss and approve.

Pittsburgh Show - March 25

Three Rivers IPMS hosted their annual contest March 25, and Fame Cities was well represented. By my count eleven of our members attended. This was an open judging contest. Ed Kinney took home a Bronze, four Silvers and a Gold, plus Best Pacific War model. Ken Patterson's F-15E won a Gold, Best USAF model, and Best In Show. Congratulations Ken. Our other star was Bridget Dottavio, with Gold, and two special awards for her pirate bust. Bill Weckel's U-Boat won Gold and Best Ship. Andy Miday, Steve Dottavio, Mike Meredith, and Bob Ulrich took home a collection of medals in all three levels. Although this was a relatively small show, Fame Cities once more made it's presence felt at awards time. Congratulations to all.



Scale Scriblings

April 2006 Vol 2, Number 4

April's Models



RAF P-40B by Larry Davis (Second Place winner)



Two more views of Ed Kinney's First Place Grumman Skyrocket



P-40E by John Keller (Third Place)



Another contest Chevy, Joe Staudt's 1961 Impala SS



Steve Reisch had a busy month. Left, his Caribou in US Army livery, above an RAF Javelin, and right a Saab Lansén.



JR Bruegger's stunning Fiat Luv Buggy



Tamiya P-47M by Bob Ulrich



Bill Klingbeil's Tiger tank.

Scale Scribblings

April 2006 Vol 2, Number 4

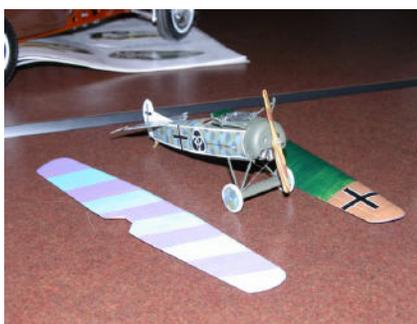


(Left) Mark Smith's 1/72 Focke-Wulf collection, along with a French interloper.

Tim Newell's contest entry was this 1955 Piper Pacer. He owns the actual airplane!



Works in Progress for March



(Left) Ryan Newell's Fokker EV

(Right) Rick Slagle's IDF M113



Weirton West Virginia Model Show Results

One week after Fame Cities stellar showing in Pittsburgh, the club took West Virginia by storm. At the Weirton contest April 1st, Steve Dottavio's MI-24 triumphed again, taking the Judges Grand Award. His Predator bust also took a First. Ed Kinney brought home the Ace of Aces award with his Cobra Helicopter, and Best Navy Aircraft with his Trumpeter A-7E. Ed also took a First with his Skyrocket, his Vindicator, and his 1/72 B-25, and a Third with his P-47 Razorback. Andy Miday's Academy F-18 took the Peoples' Choice Award, and finished Second in its class (oh, the vagaries of IPMS judging!). Bill Weckel's U-boat also took a First. And Ken Patterson got a Second and Best Luftwaffe for his Bf-109, and a Third for his F-15E. Once again, congratulations to all.

WANTS AND DISPOSALS

DISPOSAL

Dangerboy wingfold set for the F4F Widcat. Will trade for the Dangerboy Avenger wingfold set.

Contact Ed Kinney
(emkinney1@aol.com)

In Memoriam - Cliff Haines

Former Cleveland IPMS member Cliff Haines has passed away. Cliff was living in Maine at the time of this death. He was a master aircraft modeler, and so devoted to IPMS that his automobile license plate said IPMS! Our condolences to his family.

Battle Stations!

by Bill Weckel #43974

This month's theme is, you guessed it: ships. Although it tends to take a backseat to air, armor and car modeling, ship modeling is actually one of the oldest forms of scale modeling, dating back thousands of years. This genre of scale modeling is currently experiencing a "golden age" along with the rest of the hobby. New, accurate, and highly detailed injection-molded and resin ship kits are being released at a rate never before seen. Building a large scale, museum-quality ship model is now within the means of the average modeler.

If you're just getting started with ships, this site of frequently-asked-questions (FAQ's) is a good place to begin.

<http://home.att.net/~ShipModelFAQ/>

Steel Navy is to ship modelers, what Hyperscale is to aircraft modelers; this is THE model ship website.

<http://www.steelnavy.com/>

Another good ship modeling site. The build quality of the models submitted seems to be generally lower than Steel Navy, but Model Warships is updated more frequently.

<http://www.modelwarships.com>

The Ship Model Mailing List (SMML) is an international group of ship modelers who correspond regularly via email. Be sure to check out the "Members Models" section of their website:

<http://smmlonline.com/>

Sub Committee is a world-wide submarine modeler's organization serving both static and r/c modelers, as well as those interested in historical research.

<http://www.subcommittee.com>

PT Boat World is a good source of information on the "Mosquito Fleet", and with Italeri's announcement of a new 1/35 Elco 80' boat, this site is going to get very popular!

<http://www.ptboatworld.com>

The Model Ship Museum in Vancouver, BC, has one of the best collections in the world, and is a great source of inspiration.

<http://www.modelshipmuseum.ca>

Vas Dey Blue or Vas Dey Green?

The Saga of E2*S

By Larry Davis

All photos courtesy the author



I can remember it like it was yesterday. It was a Hawk 1/48th P-51D kit, and the box art had a Mustang with a blue upper surface. "Cool", I thought. It was just a neat looking model and I never thought much about it after that. Like every other modeler, I assumed it was accurate. I should have known better after seeing Aurora's yellow Zeros and red Messerschmidts. I later determined that everything about E9*O's markings was incorrect.

In the 1970's I started writing for Squadron-Signal Publications, initially about Korea and the F-86, but branching out to include other Air Force aircraft - including the P-51 Mustang. I learned how to thoroughly research a subject. One of the things I learned was that if something doesn't look right or make sense, it probably isn't right and you better track down every lead to prove or disprove your thoughts. Thus it was that I came across E2*S and Urban Drew.

A trip to North American Aviation's archives in Los Angeles resulted in about 600 photos of P-51's (the archivist took a liking to me). In the Mustang photos was a gorgeous full color profile shot of a camouflaged Mustang coded E2*S. I definitely wanted to know more about that photo. But the North American archives had very little information regarding any of the photos. Most of the historical data had long since been removed or lost.

That led me to the US Air Force Museum and a visit with a long time friend, Mr. David Menard. Dave and I concurred that the idea of a blue camouflage on a European Theater P-51 just didn't make sense. First of all, why would they do it, and second why blue when Olive Drab was readily available. Dave worked at the museum, and he pointed me in the right direction and guided me through the files. Although a definitive answer wasn't in the files, I was able to make contact with one guy that should know for sure - the pilot of E2*S.

First a little history on the squadron that was coded E2, the 375th Fighter Squadron. They were part of the yellow-nosed 361st Fighter Group in the 8th Air Force, and were based at Army Air Force Station 374, Bottisham, England. In June 1944, in anticipation of the coming D-Day invasion, 8thAF ordered all tactical units to paint very prominent black and white recognition bands on the wings and fuselage of all aircraft. The bands, three white and two black, were 18" wide and painted on both the upper and lower wings and fuselage.

In July 1944, with 8thAF intending to move many of its fighter squadrons to forward bases on the continent, the upper surface bands were ordered removed or painted over, and the aircraft were to be painted in a tactical camouflage scheme to hide them on the ground. This is where the story of the blue camouflage gets interesting. Although some aircraft had the bands removed using paint thinner and elbow grease, the 361st FG complied with the 8thAF directive by simply painting over them. Some aircraft had just the bands painted over, while others had the entire upper wing repainted. Events late that month would lead to one of the more controversial questions of the air war in Europe. Did the 361st FG overpaint the bands in flat blue or flat green?



On 21 July, 1944, the 361st FG pilots took a well deserved day off from the constant grind of combat flying. Most of the men went into Bottisham or London for some much needed R&R, even if it was only a 24 hour pass. 1st Lt. Urban Drew decided to sleep in and go to town later. Around 10:30 AM Col. Thomas Christian, Jr., CO of the 361st FG, came into the barracks and calmly announced that they would be flying that afternoon. After the initial moans and groans had subsided, Col. Christian explained the mission. The Air Force wanted some publicity photos of Mustangs in the air, and the 361st FG had been chosen to supply the pilots and aircraft.

During my research at the Air Force Museum I was able to establish contact with Urban Drew, who was flying with Caprivi Airways in South Africa at the time. But on 21 July, 1944 he was flying one of the airplanes used for the photo session. Drew's regular airplane, "Detroit Miss" was not available so he was assigned to fly another airplane. He was in E2*S on this mission. After explaining what I was doing (writing P-51 Mustang In Action), and my interest in both he and E2*S, he sent me a lengthy letter explaining the mission and the controversy about the camouflage colors.

I'll let him explain it. "Col. Tom came through the barracks and said "Gentlemen, I'm looking for volunteers.... The Air Force photo section wants some photos of P-51's in the air. This Group was chosen, and I've picked you! They're sending over a B-17 with a photographer in the waist gun position. They're going to shoot color as well as the usual stuff. I want us to look good. Briefing at 1300. Oh, yes, thank you for volunteering!"

The four pilots and airplanes chosen were as follows: Leading is Col. Christian flying his own "Lou IV", coded E2*C. On his left wing was Lt. Urban Drew in E2*S. On his right wing was Capt. Bruce Rowlett flying his own "Skybouncer", coded E2*A, with Lt. Francis Glanker flying "Suzy G", coded E2*H, on his wing. Two of the Mustangs were early P-51D's without the fin fillet. E2*S was a late 'D' with the fillet. Glanker's "Suzy G" was a P-51B. All four aircraft wore the required camouflage in one form or another.

"We took off around 1330 hours and rendezvoused with the B-17, flying many passes by the photographer's position in the starboard waist gun position. Echelon Right, Finger Four, and finally a close up of each Mustang. The Photo Joe asked me to slide in and get as close as possible so I tucked the wingtip right into his lens!"

The interesting part, and that which created the controversy about the camouflage colors, was that initially Photo Joe was shooting the tried and true Kodachrome film. He then reloaded using a new film called Ektachrome. The close ups were shot in black and white. As anyone who takes photos knows, Kodachrome is a very 'warm' film, with a very natural hue to everything. Ektachrome film has a slight blue hue to it, not enough to actually change the colors, just enough to brighten things up.

But on this day, the film didn't need any help. "As you can see by the cloud formations, it was a perfect day for the photo work. Between the deep blue sky and the blue tint to the Ektachrome file, some of the prints had a decidedly blue hue to everything, including the the camouflage on the Mustangs." The Kodachrome prints (I have an original one from the Air Force archives) show a deep blue sky, but the Mustang camouflage is a very dark green.

These photos, in full color, appeared in Life, Look and several other magazines. Just pages of Mustang photos over England. No mention of any camouflage colors at all. It wasn't until the early 1950's that the controversy began to arise over the colors. Urban Drew recalls that the RAF Flying Review did an article about the P-51. One of the color shots that they printed was one of the shots taken on 21 July, 1944, of the "Bottisham Four". This was one of the Ektachrome prints, with the notation that the aircraft wore blue camouflage.



The infamous E2*S

"Probably because blue is prettier than Olive Drab, historians and aviation enthusiasts jumped on the bandwagon and began printing paintings of the 361stFG Mustangs, mostly E2*S, wearing the blue camouflage."

The controversy was further escalated when various model manufacturers and magazines bought into the blue camouflage scheme and printed it in both art, drawings, decals and box art. The British magazine Scale Models March 1972 issue went so far as to identify a Humbrol Railway Enamel color that closely matched the elusive camouflage blue on the 361st FG Mustangs - Humbrol Garter Blue. Even Mr. Roger Freeman, preeminent historian of the 8thAF, noted in his book "The Mighty Eighth in Color", that "Insignia Blue was only applied to a few aircraft at Bottisham, presumably as the supply of a more suitable green was limited at the time."

Limited? Everything in the US Army was painted Olive Drab! No way was the paint in limited supply. Even if it was, British Medium Green 41 was readily available, as it was used by several 8thAF groups during this time. Look at photos of 56thFG P-47's as an example. However, all 361stFG veterans agree that the airplanes were all painted with standard, Army issue matte Olive Drab. And many of the photos taken that day and again on 27 July, 1944, clearly show the upper surfaces to be Olive Drab, although some look closer to Medium Green 41.



When you just sit back and contemplate the subject objectively, it always comes back to a question - "Why would they paint them blue?" Olive Drab was readily available. With the primary 8thAF idea being ground camouflage for bases on the continent, any shade of blue would have stood out like a sore thumb. Add to this the prints that I obtained which include both Kodachrome and Ektachrome images clearly showing a color shift from Olive Drab to dark blue. And with Urban Drew remembering every detail of that day's mission, why would he mistake the color of his airplane? "Was dey blue or was dey green?" The answer is a resounding flat Olive Drab.