

.Richthofen - The Hunter
.Birth Of A Logo Pt.2



.100 Years of Military Aviation
.'Twas The Night Before Expo

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The Journal of WARBIRDS Aviation Modelling Group - No.002, Apr - Jun 2011



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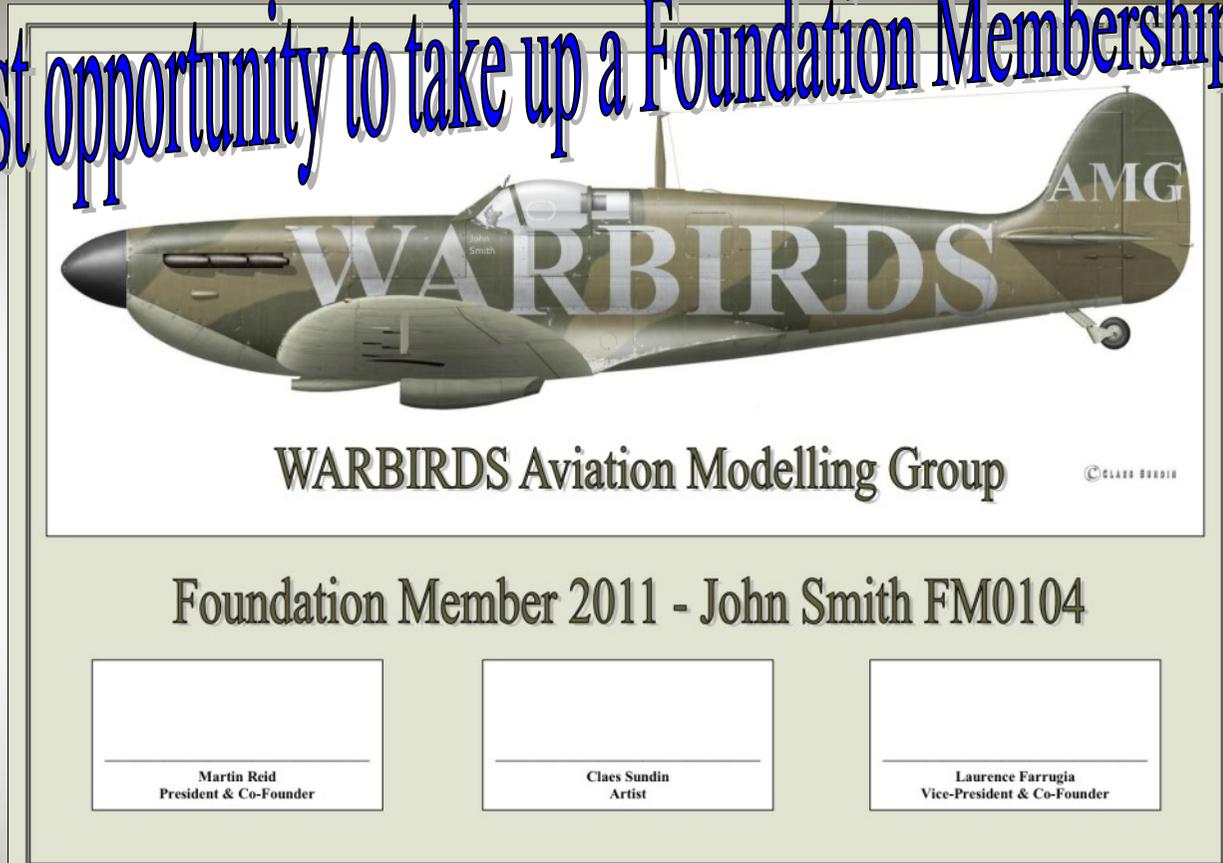
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- Military Aviation of all Eras & Countries
- Member only monthly newsletter "RECON".
- Monthly Member Meetings Feb to Nov (Based in Melbourne, Australia)

AERO-TORQUE Issue 002 - Apr / Jun 2011

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Hawthorn Town Hall

Cnr Burwood Rd & Glenferrie Rd—Hawthorn
(Enter from the side entrance off the Plaza in
Burwood Rd)

Meetings start at 7:30pm, Admission \$5

Wed June 1st Wed July 6th
Wed August 3rd Wed September 7th
Wed October 5th Wed November 2nd

Membership:

Refer inside front cover for details

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Cover: Whilst not the most famous mount of Manfred von Richthofen, the signature red is readily apparent on Ronny Bar's beautiful rendition of Manfred's Fokker Dr.1, serial 127/17.

Editorial - None More Famous

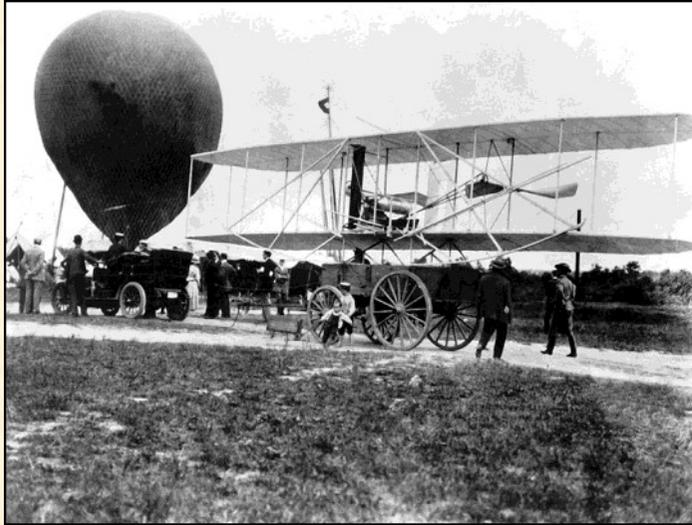
Without doubt, when it comes to military aviation, there is none more famous than Manfred von Richthofen or as he is better known, The Red Baron. In some ways it would be easy to overlook Manfred's profile as too obvious. I think it important to take the time to reflect his achievements and why he became so famous.

In more recent times, another German ace of sorts, Michael Schumacher, achieved a similar status of invincibility and prowess in the field of Formula 1 motor racing. While, on the surface, it became almost boring and predictable with the real interest being who would come second, I had many discussions with others to focus them on the fact it is rare to be able to witness someone, so good, so focussed and so successful in their field of endeavour. Additionally, both of these Germans were excellent mentors and while their individual success was important to them, they understood it was difficult, near impossible and certainly not as sweet as when you are inclusive and have a good team around you. As a result, much of their efforts were in the building of quality teams first. Their personal success was a natural result of these efforts. Truly an example for us all.

Peter Kilduff and publisher, David & Charles, have kindly given permission for the reproduction of a chapter from Peter's book, "The Red Baron—The Life and Death of an Ace". A unique insight is given of the man and will hopefully kindle an interest in you of The Red Baron as a man and a military aviation peer, not just a cliché.

100 Years of Military Aviation - First Blood

The use of the aeroplane was recognised as potential source of military advantage almost from its inception. As early as 1908, the U.S Army signal Corps purchased a Wright Model A however it was not until 1911 during the Italo-Turkish War that Italy drew first blood using the aeroplane as a military weapon in the reconnaissance role soon to be followed by the first aerial bombing raid.



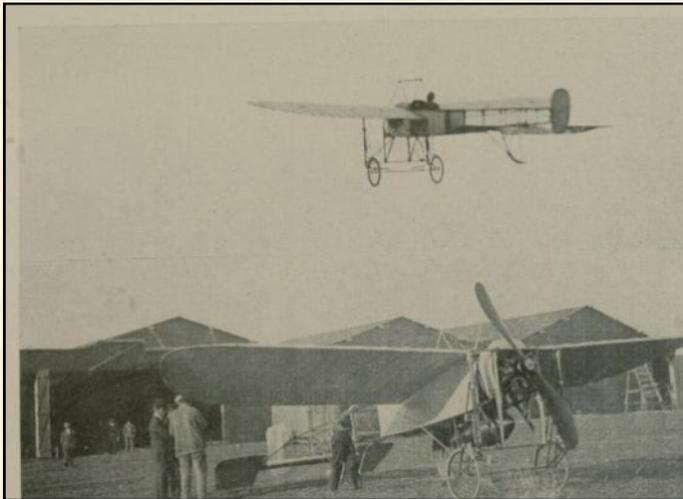
The Wright Military Flyer arrives, September 1 1908. (Photo and caption via Wikimedia Commons)

The Italo-Turkish War

Blatant war of aggression launched by Italy against Turkey, with the aim of gaining Libya, in order to counterbalance French conquests in North Africa. Part of the general feeding frenzy that surrounded the decline of the Turkish Empire ('The Sick Man of Europe'). Italy declared war on 29 September 1911, and after preliminary naval bombardments, an Italian naval forces occupied Tobruk (4 October) and Tripoli (5 October). The army, under General Carlo Caneva, took over the occupation on 11 October, and promptly stalled under a combination of skilful Turkish religious propaganda amongst the local population and the caution of Caneva. It was only the next summer, starting in July 1912, that the Italians advanced out of their coastal strongholds, slowly forcing the Turks back, and winning several victories

over them. However, it was the threatened outbreak of the First Balkan War that forced Turkey to make peace, and by the Treaty of Ouchy (15 October 1912), Turkey gave Italy Libya, Rhodes and the Dodecanese islands.

Rickard, J. (11 March 2001), *Italo-Turkish War (1911-12)*, http://www.historyofwar.org/articles/wars_italoturkish.html



The photo is believed to depict an Italian Bleriot XI taking off for another reconnaissance mission over enemy lines. (Photo via Wikimedia Commons)

Into Action, October 23, 1911

On this date, Captain Captain Piazza Carlo is credited with conducting the first military aerial reconnaissance over the South Oasis of Zanzur in a Bleriot XI. The mission lasted approximately one hour over enemy lines. However it may be the day before when Captain Moizo Riccardo unofficially flew over Turkish troops on his own initiative, that the first military aviation mission took place. It depends on your perspective. Captain Riccardo is believed to be the first pilot to return with damage from enemy fire on October 25th.

The first bomb dropped is recorded as being conducted by Lieutenant Gavotti Giulio from an Etrich monoplane at 600 meters on November

1st. He dropped a single 2 kg picric acid charge on a Turkish position at Ain Zara, and three more on the Oasis of Taguira.

As there was no air-based opposition, the first aerial combat victory would have to wait...



Italian dirigibles bomb Turkish positions on Libyan Territory. The Italian (sic) - Turkish War of 1911-1912 was the first in history in which air attacks (carried out here by dirigible airships) determined the outcome. (Photo and caption via Wikimedia Commons)



Even our photographer builds models. In this instance, we have Ian's 1/48 Hasegawa Typhoon 1b.



Geoff Jenkins flight of fancy fun build, a 1/48 A-76 Twin Lightning



A selection of kits on the go!

SNAPSHOTS

Photos by Ian Keizers

Meeting Models



Laurence Farrugia's award winning 1/72 heavily modified Airfix Savoia-Marchetti SM79.



No model meeting is complete without at least one 109! This is Steve Keogh's 1/48 Hasegawa F model.



Another one from Ian, this time the Planet Models 1/48 Triebflugel.



We're seeing a few non-aircraft subjects on the tables. Chris Dowsett's 1/35 Italeri Steyr RSO Tractor with Tamiya 2cm Flak38 Gun.

Claes Sundin's Aviation Art

J 35D DRAKEN



FLOWN BY LT. EILERT KARLSSON
NO 41 FIGHTER SQN, FRÖSÖN/SWEDEN 1973

© CLAES SUNDIN
2011



A personal selection from Claes Sundin of one of his favourite aircraft.

Last Ditch Effort

Tamiya's 1/48 Heinkel He-162
by Alex Glass



I was looking for a small kit to do a few things in the direction of natural metal / wood materials. I wanted to test a type of technical study, showing a model with no camouflage that only showed these materials. It could be anything. In a model shop I noticed the Tamiya's He 162. I knew that at this late WWII machine from the many pieces of wood were used. Fits yes! "Even a good price, why not?"

A first look in the box, however, promised more work than I expected. First-pass samples yielded astonishing results in that the surface structures were of exceptional quality. A shake and bake kit! The parts should really go together almost by itself. A steel ball as a nose weight is included which is fitted later in the invisible parts of the inner hull. Great! "Perfectly engineered" in English one would say perhaps.

This is the stuff from which beautifully put together projects can be so long as long-term motivation is maintained and progress is rapid. In relation to the final appearance of things but should still take a very different turn. What had I actually found?

The Heinkel He 162 (also called folk hunter) was a German fighter plane of shoulder wing design. While the term may sound like it was designed to hunt people, in the actual German usage of the term, it translates to being a national effort in being built by the people. It was developed in a short time towards the end of World War II as part of the so-called "hunters emergency program. After the awarding of the contract to Heinkel, it was only 69 days later for the first flight at Vienna-Schwechat. Because the raw material situation was declining, the Third Reich pursued the use of wood as a substitute for metal, wherever possible. This also brought momentous problems and teething troubles with it, which resulted in the death of test pilot Peter Gotthold. Improperly glued wing components had been identified as a cause of accidents. The "Sparrow" as it was also known, had a speed limit of 600km/h imposed. 200km/h less than was being achieved as part of the testing.



The He-162 already had an ejectable cab roof plus ejection seat. The pilot would be able to eject in the event of failure of the BMW 003 jet engine or a material error. The armament consisted of 2x MG 151/20 with 120 rounds per caliber 20mm. The main application was to fight the Allied bomber streams over Germany. The He-162 had two unconfirmed victories in April and May 1945. Not more than a last and desperate attempt

A huntsman and born of the "Jägernotprogramm", or "fighter aircraft emergency building program". I like these "apocalyptic terms". It has a morbid charm, but at the same

time they somehow capture the technologically forward-looking aspect of the programme. More and more I fell into the history of the aircraft and in the long evenings in front of the computer, I found a lot of information including specifications and detailed information about the materials used. I had photos of a very unique machine.

"Black 27" was found by the Americans in a non-flying condition at the site of the Junkers factory in Bernburg in April 1945. Partially destroyed and in an unfinished state, it had a broken front canopy. I found two pictures of this machine which was I was happy with considering how hard it can be to find pictures of such unique aircraft! That was the point at which things become more and more interesting



The He-162's upper mounted engine, or as Alex puts it, "her little cherry on the cake".

on this machine. An opportunity to add more detail. I had already started to build the kit but I ordered the available Eduard PE quite late so there were some internal parts I couldn't use. For the engine, however, they were just the right time.

Time for the engine! On the reference photos, the machine is stationary and the engine cowling open. This may be THE focal point for this project and therefore requires at this crucial point some special attention and care. The Eduard etched parts arrived and are best used at this stage.

Now, the machine had already got her little cherry on the cake, without actually be ready. It was at this point I still no idea how I should actually achieve the look of the natural metal with filler. Well, I had a vague idea, but no concept. I thought if I take my time and just keep working on the project the right idea will come.

OK, now for some answers to some common modelling questions:

Why acrylic?

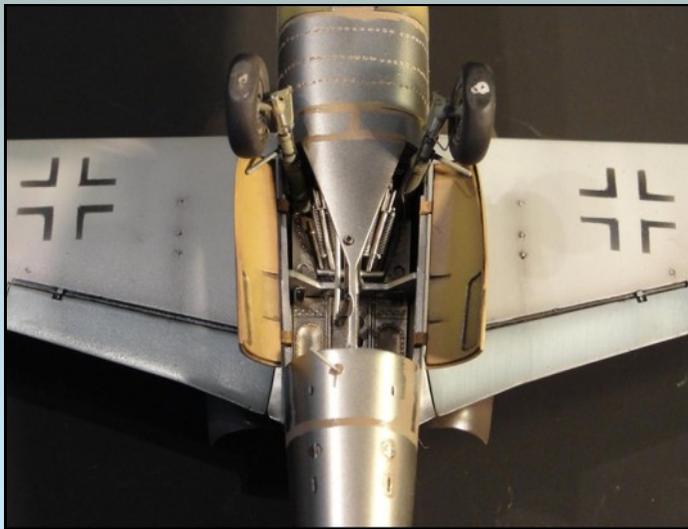
Dries quickly, allowing fast working, easy in combination with turpentine-based aging blends, filters.

What paint thinner do you use?

For acrylic paints from Tamiya and Gunze, only use the so-called "Lacquer Thinner and Gunze "Levelling Thinner". These produce thinner in my opinion, the best results. This should always be kept very thin. 70% colour and 30% thinner it gets interesting. For translucent layers of acrylic filters and inserts I use this ratio sometimes, vice versa. The Levelling Thinner dry slightly slower than the lacquer Thinners. This also facilitates softest spray images with borders without any speckles. A few drops of clear lacquer is not a secret recipe, and do many good mixes. Always thin, more and more time to build layers of the paint. To work, you should really get used to this type because it is the key to the finest nuances and effects for a really impressive model.

Should you seal your Alclad colours with sealant?

Indeed. With clear acrylic lacquer finish, do this slightly and carefully however. If you do the clear coat too wet and too thick on the surface, it destroys the pigmentation of the Alclad delicate colours on a black acrylic base. The best way is to veil two to three times lightly over the model with breaks of 10 minutes. Then you can carefully paint with a little more risk because we already have a protective layer. Be aware, the lustre may be lost and may look dull again. If the seal is success-



Note the convincing contrast of the natural metal surfaces with filler to painted surfaces.

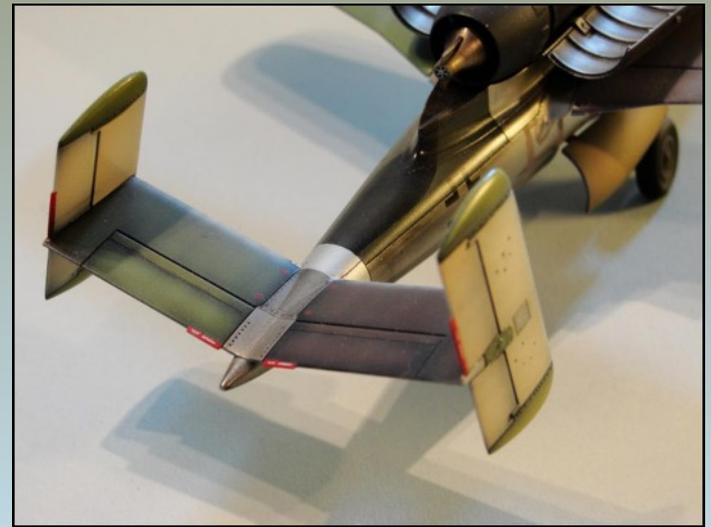
fully applied to the surface, it shines again with a depth. Further, the natural metal is now stable and can be more intensively with decals and weathering. Not every Alclad colour will tolerate protective coatings. Chrome e.g. does not always react positively to such tests. I

strongly recommend to test first.

What airbrushes do you use?

I have three airbrushes. One is an old Revell Master Class professional. This is good for larger areas such as hulls of ships and the like. A Harder Steenbeck Infinity is the gun I use most. It is somewhat oversensitive in the air valve, but once you know how to deal with her she will rewarded you. It is very, very smooth and this is important for the comfort and a good feel for what you are doing. It provides a very fine spray pattern. Then there is the Iwata CM-B. This gun I enlist when it gets really hairy. Fine points with diffuse edges, thin lines, a delicate finish and the like are its particular strengths.

In the end you can't buy talent, dexterity and sense of colour for no amount of money. With airbrushes the result is not always propor-



The heavily weathered RLM83 Bright Green and RLM81 Brown-Violet tails surfaces.

tional to the amount of spent. I personally would prefer to recommend visiting workshops at model exhibitions. Here you have the opportunity to learn by practical example as to exactly what works well. The money invested here is beneficial. Furthermore, one should also remember at the time to use a practice model. I have several trunks of models as test objects that are constantly in use. A Italeri F-86 Sabre or a 1/32 Roden Albatros as an example.

How important are the color codes, RLM, RAL, FS for you?

Honestly? Almost not at all.

More important is the knowledge of the color wheel. A basic knowledge of the historical aspect of course is not harmful. For example it may have be the case RLM 76 is light blue for example One should know generally what this color is, however, it is much more important

how convincing our representation our colour is. It must be reasonable, logical and acceptable. When we mix the colour, we can lighten or darken it, or a little more blue. This then produces an acceptable colour, not necessarily the "right" RLM 76? What is more interesting and appealing for the viewer? The right mix of colours, or perhaps more of an appealing effect?

Maybe a light blue oil filter or something to bleach diluted gray?



Any brush applied colour is difficult represent in scale, although Alex was not completely happy with the results, they look very convincing. Note detail of the broken canopy.

Maybe even a little dust to buff? I personally believe that research pay off more quickly in that direction. Sure, a green RLM 76 is not particularly good. That makes no sense. A certain part of credibility should be already considered in the correct reproduction. But the slavish adherence to colour code is not reviewed by judges and most of the audience. Here, other qualities are required.

One of the major effects in this model from the original, is to represent

the filler, which occurs clearly on the unpainted fuselage parts. I had a vague idea of how this was achieved. Of course, one way was to apply with a brush. I decided to have a "safety net" using a reversible method. Here, if an error happened in the finish, a slip, an unintended slip, it becomes difficult to correct with either acrylic or enamel again. Oil colours were therefore the paint of choice. On our sealed with clear acrylic lacquer model, you can easily remove them if need be without trace. When choosing the colour I went with my gut feeling based on childhood memories. In my memory, such fillers are often light brown to beige. Grey can also be a safe option. I chose beige. On my next project, I must continue to look for an improved and better looking way to represent the filler. Perhaps apply the colour, wait a day and carefully wipe it? Somehow you have to achieve this sanded look better.

In summary, I can say that this project was new territory for me and was a lot of fun. There are not many models of the He-162 on the internet, which are finished in this way. For the ambitious

model builder it's a great opportunity. I was very surprised I was able to achieve a good effect on this model, I did not expect to. Maybe it's just a good idea to develop the skills separately, ie for natural metal and paintwork in this case, and to combine them. The more unusual, the better. An original photo as a guide is always good.

The biggest problem I had was the canopy. Some experiments with the transparent injection-moulded part from the kit ended up in some

meaningless fragments and thus in a disaster. As a precaution I purchased several packs of Vacu-moulded parts. I actually used three complete vacform canopies, plus the kit part until I had luck with the fourth vacform canopy. The problem with the hood is not the only reason I want to do this project again in 1/32. Perhaps you will be lucky if you try this project?

Warbirds on the Web

Look out for a detailed picture gallery of Alex's step by step construction details.

Coming in June!!!

WWW.WARBIRDSAMG.COM

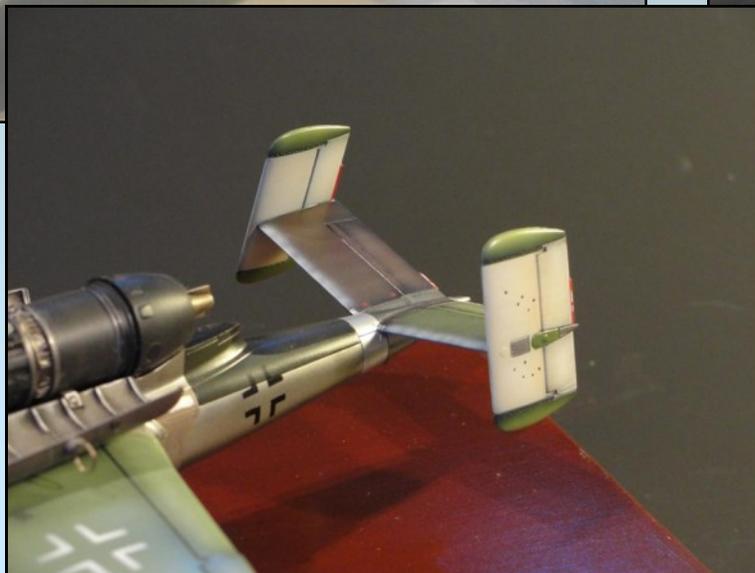


As with many current modellers, **Alex Glass, from Germany**, in his childhood had a strong interest in models, followed by a long pause. Even as a child, he built a wide range of kits, regardless of whether they were ships, spacecraft, vehicle or aircraft.

After getting back into modelling again later, he continued these diverse interests. In principle, it motivates options in the finishing and display skills or the originality of a subject to start new subjects.

Alex is owner of the domain www.uschivdr.com and develops his own model building products such as the Uschi wood grain decals reviewed in this issue.

Last Ditch Effort



by Alex Glass: www.uschivdr.com

Peter Kilduff, a respected author of many books focussing on the flyers of The Great War has kindly given permission, in conjunction with his publishers David & Charles, to reprint a chapter from his book Red Baron—The Life & Death of an Ace. Chapter 7 from his book focuses on Richthofen the man and the military leader.

He is a founder of The League of World War I Aviation Historians (see www.overthefront.com)

Germany's highest-scoring fighter pilot and a Knight of the *Orden Pour le Mérite*, Manfred von Richthofen, commanded *Jagdstaffel 11* with absolute, unquestioned authority. Royal Air Force Historian H.A. Jones assessed the air combat leadership and tactics that Richthofen instilled in his men, many of whom graduated to *Staffel* commands of their own to begin the training cycle anew:

‘... Richthofen was a ruthless opponent, but ... he was never reckless. He was courteous and entirely without ill will towards those of his victims who were made prisoners, but in the air he showed no mercy, nor does it appear that he found any aspect of his duty distasteful. He was fond of hunting and his tactics, more especially in the early part of his career, showed the influence of his sporting experiences. He would stalk his adversary with calculated patience, making the most of every advantage of height, wind, cloud, or sun, to place himself in a favourable position ...

**“Richthofen was a ruthless opponent,
but ... he was never reckless”**

‘[Richthofen's tactics were] perfectly suited to the conditions under which the German armies fought on the Western Front. Those armies were, for the greater part of the war, on the defensive and the German air service was numerically weaker than the combined air services of the Allies. Richthofen's task was to inflict the greatest damage with the minimum of loss to his own service, and he knew that on any day suitable for flying, great numbers of aeroplanes of the Royal Flying Corps would be over the German lines. He seldom had to seek combat. It was offered to him and he could make his choice, and if it were ... to avoid or to break off a fight, Richthofen would never hesitate [to do so].

‘... [Richthofen] showed great acumen in his choice of [pilots] and was stern but patient in his schooling of them, inspiring them with his own high courage, confidence and sense of proportion, so that they became one of the most efficient fighting forces of the war.’¹

Being assigned to command *Jagdstaffel 11* was the perfect challenge for Manfred von Richthofen. Since its establishment on 28 September 1916,

Jasta 11 had been the least successful of the three fighter units attached to the 6th Army.³ Under its first commander, 27-year-old *Oberleutnant* [First-Lieutenant] Rudolf Lang,⁴ the *Staffel* was briefly mentioned once in the 6th Army Weekly Aviation Report for its involvement in a protracted aerial battle with 27 enemy aircraft on 23 November 1916, but had no air combat successes to show for its efforts.⁵

Jasta 11 already had a full complement of ten flying officers and two enlisted pilots,⁶ but, following Oswald Boelcke's example, Richthofen continued to look for aggressive flyers to become successful fighter pilots. The reasoning was simple for anyone in command: normal combat attrition would take its toll and some original members might not perform to his satisfaction. Plus, Richthofen's new association with *Oberstleutnant* [Lieutenant-Colonel] Hermann von der Lieth-Thomson, the Chief of Field Aviation, would assure he received the resources needed to make

Jasta 11 successful. To get off on the right foot, Richthofen made a dramatic appearance at *Jagdstaffel 11* on Saturday, 20 January 1917.⁷ He arrived at La Brayelle, just northwest of Douai, in the new Albatros D.III that he had received at *Jagdstaffel Boelcke*. His aeroplane's sleeker top wing and narrow bottom wing made it instantly recognizable from the rugged, square-winged D.I and D.II types parked at the airfield. According to preliminary reports, the D.III was ‘easy to fly, possess[ed] no nasty traits and ... was a fighter that the average pilot, fresh from single-seater school, could feel comfortable in.’⁸ Thus, Richthofen was clearly the leader of the future of fighter aviation, equipped with the leading Ger-



The look of satisfaction indicates Manfred von Richthofen found his true calling at the controls of an early Fokker biplane fighter, seen behind him (via Peter Kilduff).

Richthofen The Hunter
Peter
Kilduff

man aeroplane for that mission. Shortly, the entire *Staffel* would be flying the new fighters.

As he was getting settled in, Richthofen found another way to make an impression on his new subordinates. The Albatros *Flugzeugwerke* [Aeroplane Works], in a clumsy attempt to camouflage the D.IIIs, delivered most of them with natural wood finish fuselages and a pattern of olive green and brown (or lilac mauve) on the upper wing surfaces. Recognizing the futility of trying to camouflage an aeroplane in the air, Richthofen took the opposite approach, and, as he wrote, he had his aeroplane ‘...painted glaring red. The result was that absolutely everyone could not help but notice my red bird. In fact, my opponents also could not help but notice it.’⁹

A leading German aircraft markings expert has noted: ‘Richthofen’s choice of red no doubt stemmed from its high visibility and it was also the regimental colour of his old [West Prussian cavalry] unit ...’¹⁰

To be sure, Richthofen’s early flights in his all-red Albatros D.III had a startling effect on friend and foe alike. While attaining his 18th victory, scored at midday on 24 January 1917, he demonstrated his ability in air combat, as well as mastery of the new Albatros fighter in a tight situation. He was on a mentoring patrol with *Sergeant* Hans Howe, who had experience with a two-seater unit and then *Jasta 10* but was still unsuccessful in aerial combat. When Richthofen saw a flight of FE2bs west of Vimy Ridge, less than 20 kilometres [12 miles] from Douai, he motioned for Howe to follow him in a classic ‘kill’ position, with the sun directly behind them to make it nearly impossible for their victims to see them coming. They dived on the lead aircraft and, as Richthofen later wrote:

‘My opponent never had a chance to turn and had to hasten to get down to earth, as he had already begun to show suspicious signs of burning [trailing fuel vapour]. When an aeroplane is in such a condition, we say: “He stinks.” As it turned out ... his time was up, as, shortly before the machine came to earth, it burst into bright flames.

‘I felt compassion for my opponent and decided not to send him crashing down, but, rather, to force him to land, as I had a feeling that he was already wounded, for he had not fired a shot.

‘At about 500 metres [1,600 feet] altitude, during a normal glide, a malfunction in my machine forced me to land before making another turn. Now something quite comical happened. My enemy in his burning machine landed smoothly, while I, the victor, turned over on the barbed wire of a reserve emplacement trench.

‘A sporting reception followed with both Englishmen, who were more than a little surprised at my crash, as ... they had not fired at me and they could not imagine why I had made a forced landing. They were the first Englishmen I had brought down alive. Therefore, I enjoyed talking with them. Among other things, I asked whether they had ever seen my machine in the air. “Oh yes,” one of them said, “I know it quite well. We call it ‘*Le petit rouge* [the little red one].’”¹¹

The wounded but lucky-to-be-alive FE2b crewmen – Lieutenant John E. MacLennan, age 20, and Captain Oscar Grieg, age 28, members of No. 25 Squadron, RFC – were taken to a medical aid station. After treatment for their wounds, they remained prisoners for the remainder of the war.¹²

In his combat report, Richthofen noted that he had landed quickly after a lower wing cracked when he was at about 300 metres [980 feet] altitude. The wing weakness could not have been caused by the observer’s defensive machine-gun fire; in a brief conversation made possible by Richthofen’s rudimentary cadet school English, he learned that MacLennan’s gun had jammed. Richthofen’s experience, in addition to the loss of the two *Jasta Boelcke* Albatros D.IIIs due to wing failure the previous day, caused him to raise concerns about the new aeroplane.

After receiving complaints from Richthofen and other *Staffel* leaders, the *Luftstreitkräfte* [Air Force] Commanding General’s Office grounded the



When his red Albatros D.III was temporarily out of service, Richthofen flew a Halberstadt D.II fighter similar to this one, but painted red (via Peter Kilduff).

Albatros D.III on 27 January.¹³ The aeroplanes were sent to Army Air Depots to be fitted with modifications then being made at the factory. Landing gear was strengthened, auxiliary braces were added to the bottom portion of the V-shaped interplane struts connecting the bottom and upper wings, and to alleviate cooling problems, radiator changes were made.¹⁴

Until the Albatroses were returned to their units, Richthofen flew a Halberstadt D.II, an early single-seat biplane successor to the Fokker monoplanes. Once again he proved his skill as a fighter pilot, even with an older, less capable aircraft, by scoring his 19th aerial victory¹⁵ on the afternoon of 1 February 1917. But, there was no trophy to be obtained from this success, as the British two-seater crashed within German for-

ward lines and the wounded crewmen reportedly were just clear of the wreckage when a Canadian artillery battery destroyed it to keep the Germans from salvaging anything useful from it. The crewmen died of their wounds the following day in a field hospital. During that fight, Richthofen was mentoring *Leutnant* Carl Allmenröder, an original *Jasta 11* member who went on to shoot down 30 enemy aeroplanes, command his own *Jagdstaffel* and receive the coveted *Pour le Mérite*.¹⁶

Following his 19th aerial victory, Richthofen felt comfortable enough with his protégés’ progress to take a short home leave. He arrived at his home in Schweidnitz early on Sunday, 4 February 1917, the day the United States of America severed diplomatic relations with Imperial Germany, making America’s entry into the war a certainty.

But global politics were far from the mind of his mother, *Freifrau* Kunigunde von Richthofen, who was awakened by the sound of the doorbell. She turned on a light and looked at the clock, which showed it was 7 a.m. Then, she recalled:

‘... the door is quickly opened and Manfred stands before my bed, fresh and happy, [with] no trace of fatigue after the long night’s journey. The blue [Maltese Cross] glitters at his collar – the *Pour le Mérite*. I take his hand and speak as I would when praising a boy: “Bravo, you have done well, Manfred ... But how did you get in? Was the garden gate open?” No, that was not it, but it did not matter. The Knight of the *Orden Pour le Mérite* climbed over the fence.

‘As quickly as possible, [Manfred, Ilse and I] are at breakfast, for morning coffee. No wartime substitute coffee, please! A handful of coffee beans were scraped together. They were saved for a special festive occasion. That hour was now here.

‘An inexhaustible question and answer time commences ... I look at him with pride. His face seems to me to have become more closed. A face of will. But the lovable, well-defined mouth still has its charm.

‘[The question] “Where have you been, Manfred?” [resulted in a] ... complicated, less pleasant subject. In recent times, it has happened more often that German flyers have had wings break away in the air. He wanted to call attention to competent authorities in Berlin about these construction faults. (Or was it perhaps faulty materials?)’¹⁷

In any case, Manfred was certain that the Albatros D.III bottom wing flutter problem was being corrected and he would cause no further disruption in his air combat operations. The conversation changed, as *Freifrau* von Richthofen’s diary shows:

‘Manfred told us ... the enemy calls his aeroplane “*Le petit rouge*” because he had it painted bright red. I found that frivolous, but he believed: “One cannot make his aeroplane invisible in the air, and so at least our [people] recognize me.”

Manfred, Ilse and *Freifrau* von Richthofen huddled by the hearth to ward off the bitter cold outside that even chilled the house and talked for hours. Later in the evening, Manfred proudly showed his mother and sister a Berlin newspaper article about his 19th aerial victory, it provoked a response from his mother:

“Why do you risk your life like this every day? Why do you do it, Manfred?”

‘He looks at me intently, with great seriousness written on his face.

“For the man in the trenches,” he says simply. “I want to ease his hard lot in life by keeping enemy flyers away from him.”¹⁸

His mother and sister understood why Manfred empathized with the countless thousands of ordinary front line soldiers; he had experienced the trench network, where death could be a step away or at the end of the shrill whistling of an incoming artillery shell. For the most part, those soldiers were not individually praised in battle reports and did not receive high honours.

By bedtime, the women understood Manfred’s view that war was more than glorious actions and the perverse satisfaction of cheating death once again. As his mother concluded in her diary entry:

‘I understood from this night what made up the nature of combat flyers and what enabled these young people, who were barely out of their adolescence, to accomplish such feats within death’s shadow.’¹⁹

As had become an established practice, Manfred von Richthofen spent only a few days at home and then returned to his new duties at Douai. He was eager to resume working with his pilots and to begin to judge their merits. En route to Douai in the Halberstadt D.II in which he had scored his most recent victory, Richthofen stopped at Pronville, home of his former unit, *Jagdstaffel Boelcke*. One of his best friends there, Erwin Böhme, responded to news of the *Jasta 11* assignment: ‘I am happy about it, for without a doubt Richthofen has been called to play a great role in aviation – but in our *Staffel* he has left a great hole.’²⁰

During the flight from Pronville to Douai, Richthofen assured a dramatic return to duty by shooting down his 20th enemy aeroplane, a BE2 two-seat biplane. According to his combat report, at about noon:

‘After flying back from ... *Jasta Boelcke*, I spotted an enemy artillery-ranging aeroplane at an altitude of 2,000 metres [6,500 feet] west of Loos. I ... approached him unnoticed to within some 50 metres [160 feet]. After firing several hundred rounds [at it], the aeroplane dashed down, falling

into our trenches. The pilot was killed in the air, the observer was seriously injured when landing.’²¹

Although the weather was turning bad, Richthofen and five of his men later returned to the skies west of Loos and, later that afternoon, attacked another flight of BE2 artillery-spotters. Richthofen went after one of them and claimed to have sent it down within British lines. Realizing he was drifting over enemy territory, Richthofen reported that he continued firing at the two-seat biplane until both wings on the left side of the aeroplane fell off. In his combat report, he wrote:

‘... I could observe that the enemy aeroplane touched the ground south-west of Mazingarbe. I could see a heavy cloud of smoke in the snow arising from the place where the aeroplane was lying. As it was foggy and already rather dark, I have no witnesses, either from the air or from the ground.’²²

It is interesting – and certainly unusual – that with ‘no witnesses, either from the air or from the ground,’ nor any physical evidence to support his claim, Richthofen received official credit for his 21st aerial victory.²³

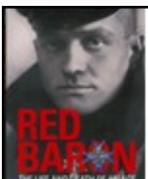
Richthofen’s growing reputation, enhanced by repeated mention in Army reports and newspaper articles, did more than give him distinctive credibility. It made him – like Boelcke – a magnet for aspiring fighter pilots. The same day he scored his first double victories, he received a telegram from a man whose name he recognized, *Leutnant der Reserve* Karl-Emil Schäfer. He had heard that Schäfer had been badly wounded early in the ground war, resulting in his left leg being slightly shorter than his right,²⁴ but that impairment had not stopped him from joining the flying service. Indeed, less than a month earlier an Army report noted the 25-year-old Rhinelander scored his first aerial victory while flying a two-seater reconnaissance plane.



Richthofen stands by his all-red Halberstadt D.II as he talks to a long-time friend, *Leutnant* Alfred Gerstenberg, who served with him until the famous ace’s death in 1918. Gerstenberg became a general during World War II (via Peter Kilduff).

Schäfer’s telegram simply asked: ‘Can you use me?’ Richthofen responded with a similarly terse response: ‘You have already been requested.’²⁵ He had the aggressive spirit and indomitable will that Richthofen wanted and, a week later, Schäfer arrived at *Jasta 11*, ready to go to work.

Conversely, Richthofen determined that *Sergeant* Hans Howe was not an asset to the *Staffel*. For the past three months, Howe had not shot down an enemy aeroplane, nor distinguished himself in any way; hence, he was posted out on 17 February. Although other long-term non-scorers were allowed to remain, Richthofen usually gave men a relatively short time to



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add to *Jasta 11*'s victory score or demonstrate in some way that they shared his dedication to the *Jagdstaffel*'s mission.

As *Jasta 11* became more successful under Manfred von Richthofen, the pilots became concerned that their leader's notoriety as '*Le petit rouge*' could make him a distinctive target. Lothar von Richthofen, who subsequently joined the *Staffel*, noted:

'Every flyer on the other side knew him, for at the time he alone flew a red-painted airplane. For that reason ... [his pilots wanted] to have all *Staffel* aeroplanes painted red and implored my brother to allow it so he would not be so especially conspicuous. The request was granted; for ... everyone knew ... it attracted attention. Consequently, one had to really perform ... My brother's crate was glaring red. Each of the rest ... had some additional markings in other colours ... as recognition symbols. Schäfer, for example, had his elevator, rudder and most of the back part of the fuselage [painted] black; Allmenröder used white [on the nose and spinner], Wolff used green ... In the air and from the ground, as well as from the enemy's view, we all looked to be red, as only small other parts were painted in another colour.'²⁶

An early British Richthofen biographer added:

'... the distinctive second colour enabled members of the *Staffel* to recognise each other in the air. As each of them developed his own fighting individuality, it was helpful for a pilot to identify his neighbours in a dogfight because he knew what they would do under certain given circumstances and could adapt his own tactics accordingly. This [identification system] made for good teamwork, and so the main background with distinctive personal subsidiary colours was subsequently adopted by other *Jagdstaffels*.'²⁷

Unfortunately, weather conditions did not offer much opportunity for *Jasta 11*'s colourful war birds to take to the air.

Rain and snow are normal for February and March in northern France and Belgium, which helps to explain why, after Richthofen's victory on 14 February, he did not score again until 4 March. Air activity on both sides of the battle lines increased only on good-weather days. German ground commanders anticipated an Anglo-French spring offensive and the inevitable opposing ground and air probes of German lines as the weather allowed. *Jasta 11* and other *Staffeln* were busy, trying to keep British air units from reconnoitring their side's preparations for the coming offensive.

Modest successes – *Vizefeldwebel* Sebastian Festner's second victory on

15 February²⁸ and Allmenröder's first the next day²⁹ – were positive signs to their leader. Often, however, the winter flights did more to educate the fledgling combat pilots than to keep German lines free of their aerial adversaries. As Lothar von Richthofen commented about his brother's early combat patrols with Carl Allmenröder and Kurt Wolff,



Manfred von Richthofen's Albatros D.III suffered wing flutter and breakage, as seen in this photo of 24 January 1917. The sesquiplane design led to nearly continual operational problems, even with the later Albatros D.V fighter (via Peter Kilduff).

both of whom became leaders of their own *Staffeln* and later received the *Pour le Mérite*:

'In the first days, my brother flew out with them, attacked numerous British [aircraft], and his machine received an enormous number of hits, without successes to make up for it, and both of them did not help. Of course my brother came back somewhat annoyed, but did not reproach them; on the contrary, he did not say a word about it. As Wolff and Allmenröder ... told me, that influenced them more than the harshest dressing-down.'³⁰

Manfred von Richthofen understood that new pilots at the Front need practice, skill and luck in their early flights to enable them to mature and survive in the crucible of air combat. He once told a General Staff officer:

'I have never had anything to do with ... combat-proven, experienced flyers. Just beginners. I do not always receive [the quality of men] I request, as may be generally imagined. My gentlemen always come fresh out of flying school ...

'The most important elements of flying, in my view, are skill in taking off and landing, and the personal courage with which a man goes after the enemy. To me, it is a thousand times better to have a daring fellow who might have difficulty making a left turn, but who goes hell-bent for leather after the enemy, than the most elegant ... air show flyer who I cannot bring over the Front. We need daredevils, not aerial acrobats!

'I once flew with a gentleman who tore through dashing turns and made an absolutely marvellous impression. But in aerial combat, it seemed to me that he did not go after the enemy so smartly. And once when I was working with him, paying special attention to him – he was gone. I was in a damned tight spot and shot down an enemy, but got away by a hair. When I returned home, he reported to me that the moment the fight began he became so ill that he had to break off immediately. You could tell that when you looked at him. Aerial combat requires a special kind of nerve. [I said to him:] "Then I ask that you disappear immediately. I cannot use people who leave their comrades in the lurch. And when you feel sick, then you damned well better tell us at once." There are, of course, always people who try to delay things and think: no one will take any notice of it.'³¹

The German 6th Army's weather office forecasted a 'break in the previously foggy and stormy weather'³² for Sunday, 4 March 1917, as did its British counterpart,³³ and airmen from both sides were out in force. In the early afternoon, Richthofen scored *Jasta 11*'s first victory of the day, a two-seater that he shot down north of Loos, in the no man's land just ahead of German lines. The aircraft was a BE2 of No 2 Squadron, RFC, piloted by 20-year-old Lieutenant James B.E. Crosbee, with Flight Sergeant John E. Prance, age 32, in the observer's seat. Prance's combat report stated they were on a photo-reconnaissance mission north of Lens when they were attacked 'from right out of the glare of the sun' by what Prance identified as a very fast 'Halberstadter' single-seater.³⁴ Richthofen's first burst of machine-gun fire hit Prance, who continued to fire

at their pursuer. Through the sheerest of luck Crosbee managed to fly out of German territory. Richthofen stated: 'My adversary dived, but in such a steep way that I could not follow. According to our infantry observations, the aeroplane crashed to the ground in front of our trenches.'³⁵

About three hours later, Richthofen and five of his men attacked a flight of Sopwith 1½ Strutter two-seaters over Acheville, east of Vimy. This crew was not as lucky as Crosbee and Prance, as Richthofen coolly recorded in his combat report:

'The Sopwith I had singled out flew for quite awhile in my [stream of] fire. After [my] 400th shot, the aeroplane lost a wing while making a turn. The machine hurtled downwards. It is not worthwhile to have the aeroplane taken back, as parts are all over Acheville and the surrounding area.'³⁶

The Sopwith's single Lewis and Vickers two machine-guns were taken to *Jasta 11* as souvenirs of Richthofen's 23rd aerial victory.

Due to snowfall on 5 March, most flight operations on both sides of the lines were suspended. The following day, Tuesday, the weather was 'fine,'³⁷ but resulted in mixed blessings. During a late morning patrol over Lens, Schäfer shot down two Sopwith two-seaters. In the course of the fight, however, *Leutnant* Eduard Lübbert was wounded in the shoulder and made a forced-landing.³⁸ His aeroplane had been shot up in nearly every fight he had been in. Once he came back with 64 holes in his machine.

Later that day, Richthofen shot down his 24th enemy aeroplane. He reported that he 'and Allmenröder ... attacked two [BE2] ... artillery flyers at low altitude over the other side. The wings on the plane I attacked came off. [The aeroplane] ... smashed into the ground.'³⁹

The return of bad weather on 7 and 8 March⁴⁰ made flying nearly impossible. But later the following morning conditions improved and Richthofen led a flight in which he received a personal reminder of how easily death comes to those in the air. From a distance, he spotted a flight of 'lattice tail' rear-engined biplanes that looked to be an advantageous target, as he wrote in his memoirs:

'I was in my formation and saw an opponent who likewise was in formation over our artillery positions in the vicinity of Lens. I had a bit yet to fly until I would reach the area. It is a very stimulating moment when the opponent approaches, when one sees the enemy and still has a few minutes' time until the battle begins. I believe that my face becomes pale, but, unfortunately, I do not have a mirror with me. I find this moment beautiful. For it is extremely stimulating and I love it all. One observes the opponent from a distance, recognizes the formation as the enemy, counts the number of enemy machines and weighs the unfavourable and favourable factors. For example, the wind plays an enormous role, whether the wind pushes away or toward my front lines ...

'We were five and the opposition three times as strong. The Englishmen flew together like a great swarm of gnats. It is not easy to disperse such a swarm ... It is out of the question for one machine to do it and is extremely difficult when the difference in numbers is so unfavourable, as it was in this case. But one feels so superior to the enemy that one does not doubt success for a moment ...'⁴¹

Almost intuitively, the British pilot focused on Richthofen, who related:

'Now I am almost upon him, about a hundred metres [300 feet] away, the safety catch is off my gun, I ... fire some shots, the guns are in working order ... In my mind I see the opponent already falling. The previous excitement is gone. I think quite calmly and objectively now, weighing the probabilities of hitting him and being hit. On the whole, the fight itself is usually the least exciting aspect and whoever gets excited makes mistakes. He will never shoot down anyone. But self-control is indeed a matter of habit.

"One cannot make his aeroplane invisible in the air, and so at least our [people] recognize me."

'Now I am about 50 metres [150 feet] away and, with some good shots, success cannot fail to come. So I thought. All of a sudden ... I have barely gotten off ten shots when ... there is a smack on my machine. It is clear ... my machine has been [hit, although] I personally have not. At the same moment it stinks something terrible of gasoline, also the engine has slowed down. The Englishman notices it, for now he shoots even more. I must break off immediately.

'I go straight down. Instinctively, I switch off the engine. Just in time. If the fuel tank is punctured and the stuff squirts around my legs, the danger of fire is indeed great. Up front there is an internal combustion engine over 150 "horses" strong, glowing hot. One drop of fuel on it and the whole machine goes up in flames. I am leaving behind me a trail of white mist. I know it very well from having seen it in opponents ... just before an explosion.'⁴²

Then, Richthofen's luck improved. Abruptly, his opponent flew off, considering the German pilot to be finished. But, gliding down without power, Richthofen was still in danger. As he wrote:

'Suddenly, there is a rocket [heading toward me]. Is it an enemy signal flare? No. It is too big for that. It is getting bigger and bigger. One of the aircraft is burning. But what kind? The machine looks exactly like [one of] ours. Thank God, it is an opponent. Who could have shot it down? Right after that, a second aeroplane falls from the flight, [and] like mine,

it goes straight down, spinning, continuously spinning – and then – it recovers. It flies right toward me. It is also an Albatros ...'⁴³

The other Albatros pilot, Schäfer, came down to check on his leader and, once assured, headed back to their airfield. Meanwhile, Richthofen landed smoothly on a small meadow along the road to Hénin-Liétard. An Army officer driving by saw Richthofen come down and offered to drive him to the city, a few minutes away. There, he called *Jasta 11* and was quickly picked up. In little over an hour, Richthofen was flying another Albatros and heading south toward Arras to cut off any of the 'lattice tails' that might be left from the morning fight.

At about noon, Richthofen and three comrades pounced on a single-seat rear-engined fighter. The leader sent it down in flames near Roclincourt, a few kilometres north of Arras. He noted that 'the aeroplane is lying on our side [of the lines], but cannot be salvaged as it is nearly completely burned and too close to the Front.'⁴⁴

Richthofen marked his 25th victory in grand style: 'In the evening I [called and] assured my kind host at Hénin-Liétard that I had increased my "bag" to a quarter-hundred.'⁴⁵

Manfred von Richthofen's singular bravery had already been rewarded on 12 January when Kaiser Wilhelm II personally signed the document awarding him the *Pour le Mérite*. On 23 March, Richthofen's leadership skills were recognized when, on special orders from the Royal Cabinet of Ministers, he was granted an early promotion to *Oberleutnant*.⁴⁶ The irony of that advancement was not lost on Richthofen, who had been the last man in his cadet class to be commissioned and was now ahead of all of his peers. He proudly wrote to his mother: 'I have therefore gained a good half-year's seniority.'⁴⁷

Manfred von Richthofen, having long since shaken off the lethargy of his cadet days, was a fierce competitor by nature and he knew that every aerial victory scored by *Jasta 11* put his unit that much closer to the greatness achieved by the unit founded by his late and always lamented mentor. As he wrote in his memoirs:

'At the time I was trying very hard to compete with *Jagdstaffel Boelcke*. In the evening, we compared our mutual "bags." There were some devilish fellows there, and they were never to be outdone. At best, one could but equal them. They already had the advantage of having downed a hundred enemy aeroplanes. I must concede this advantage for the present. The chances for victory all depend on which opponent one faces – the sneaky Frenchman or those plucky fellows, the Englishmen. I prefer the Englishmen. The Frenchman flinches, the Englishman seldom does ...

'The Englishman ... shows some of his Germanic blood. These sportsmen take readily to flying, but they lose themselves in sport. They have enough amusement by looping, diving, flying upside down and demonstrating similar stunts for our men in the trenches ...'⁴⁸

At the end of March 1917, Richthofen devoted his time to administrative matters, including adapting his operations as part of a refined organizational effort to support ground troop movements.⁴⁹ On 28 March 1917, *Hauptmann* Maximilian Sorg, the 6th Army's *Kommandeur der Flieger* [Officer in Charge of Aviation] announced he would be aided by new three sub-commanders, each of whom would coordinate flying activities for an Army Corps.⁵⁰

As applied to *Jagdstaffel 11*, Richthofen and the *Jasta 3* leader would work with the air group leader *Gruppenführer der Flieger 12*,⁵¹ who would also be responsible for four two-seat reconnaissance units and three two-seat low-level close air support units working for the 1st Bavarian Reserve Corps in an area directly north of Amiens. While the move added a layer of command between Richthofen and the *Kommandeur der Flieger*, it also set the stage for a further organizational refinement that would add to the *Rittmeister*'s command responsibilities.

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22 PRO, *Richthofen Combat Reports*; confirmed in Kofl 6. Armee, *ibid*; BE2d 2543 of No. 2 Squadron, Capt George C. Bailey, DSO, age 26, was wounded and 2/Lt George W.B. Hampton, age 32, survived and returned to British lines [Henshaw, *ibid*]

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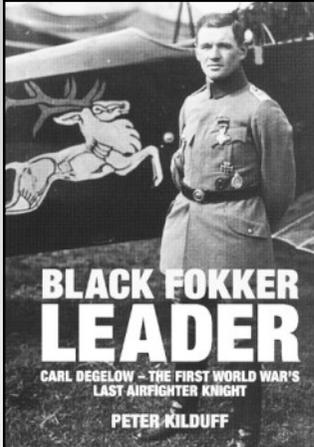
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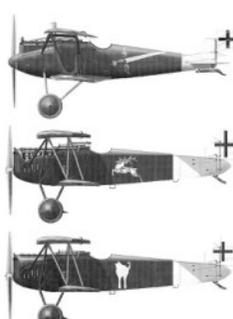
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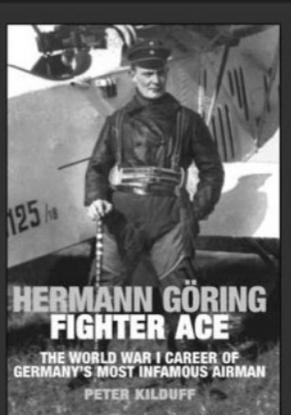


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33 PRO, *RFC War Diary* entry weather report for this date

34 PRO, No 2 Squadron, RFC, *Combat Report*

35 PRO, *Richthofen Combat Reports*; Kofl 6. Armee *Wochenbericht Nr 24030, Teil 9a*, 8 March 1917, p. 3

36 Kofl 6. Armee, op.cit; 2/Lts Herbert J. Green, age 19, and Alexander W. Reid, age 20, died in Sopwith A.1108 of No 43 Squadron, RFC [Ref: Hobson, op.cit, pp. 51, 86]

37 PRO, *RFC War Diary* entry weather report for this date

38 Kofl 6. Armee, op.cit, *Teil 9b*

39 PRO, *Richthofen Combat Reports*; Kofl 6. Armee, op.cit; 2/Lt Gerald M. Gosset-Bibbey, age 19, and Lt Geoffrey J.O. Brichta, age 32, perished in BE2e A.2785 of No 16 Squadron, RFC [Ref: Hobson, op.cit, pp. 50, 27]

40 Kofl 6. Armee *Wochenbericht Nr 24340, Teil 1*, 16 March 1917, p. 1

41 *Ein Heldenleben*, op.cit, pp. 86-87

42 Ibid, pp. 88-89

43 Ibid, pp. 89-90

44 PRO, *Richthofen Combat Reports*; Kofl 6. Armee, op.cit, *Teil 7*, p. 2; 2/Lt Arthur J. Pearson, MC age 29, was killed in DH2 A.2571 of No. 29 Squadron, RFC [Ref: Hobson, op.cit, p. 81]

45 Richthofen, *Ein Heldenleben*, op.cit, p. 93

46 Kofl 6. Armee, *Wochenbericht Nr 25000, Teil 14*, 30 March 1917, p. 3

47 *Ein Heldenleben*, op.cit, p. 195

48 ibid, pp. 85-86

49 Kriegsministerium (organization manual), *Teil 10 Abschnitt B, Flieger-Formationen*, (1918), p. 120

50 Kofl 6. Armee, op.cit; *Teil 1*, p. 1

51 Kofl 6. Armee, *Verzeichnis ... Fliegerverbände*, p. 2

*For all of this enthralling story, ask for
"Red Baron - Life and Death of an Ace"
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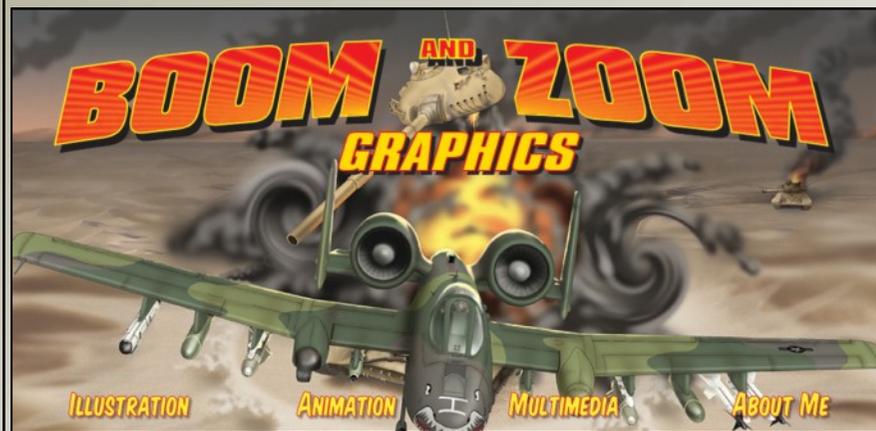
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Web Watch

There's a lot of helpful sites on the web with great reference and information to assist you in your current or future, masterpieces. Here's a sample of what we've found...



Boom and Zoom: An interesting site where Barry Munden treats you to a range of his artwork from the comical to profiles to digital artwork to animation. A site to be enjoyed at many levels. Look out for a selection of profiles of Barry's favourite aircraft, the A-10 Thunderbolt, in the next issue of AERO-TORQUE.

<http://boomandzoomgraphics.com/>

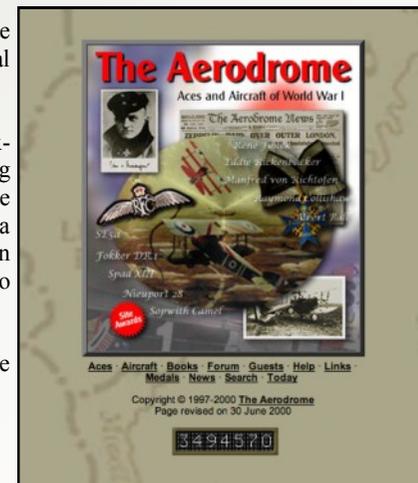
The Aerodrome: With such a strong World War I presence through this issue, we had to point you in the direction of The Aerodrome. A wonderful resource of historical research information, galleries and forums, you will be hard-pushed to find a better single resource available on the net.

The Aerodrome has been around for quite some time serving the modelling, historical research and general enthusiast sectors.

Of particular interest outside the more expected areas of interest is an outstanding section of medals and decorations of the nations involved. It would be easy to lose a few hours just going through this section which provide inspiration for many builds to come.

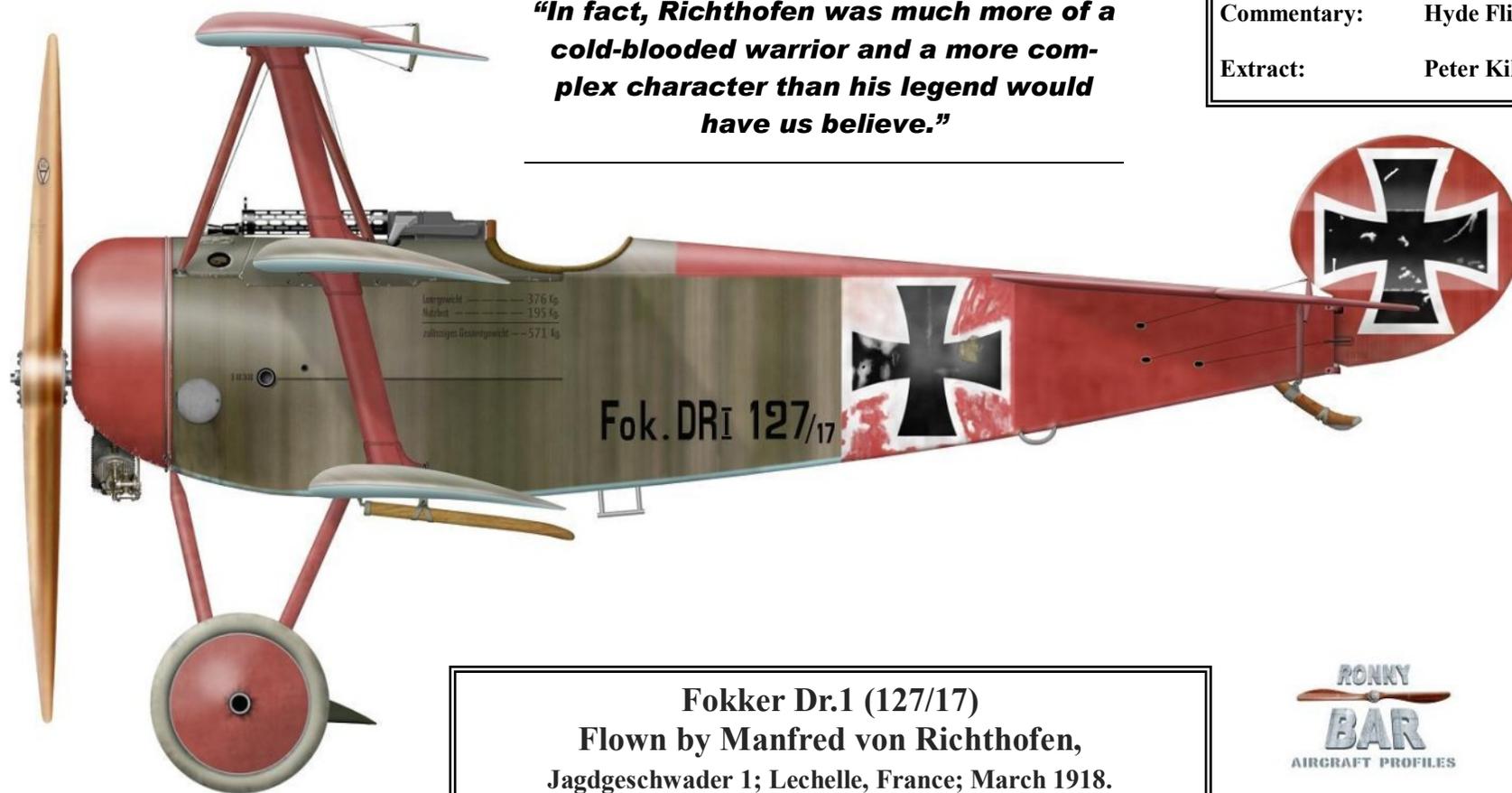
If you're into World War I aircraft, this site is a must.

<http://www.theaerodrome.com>



5 Or More! - An Aces Profile

Manfred
von Richthofen



“In fact, Richthofen was much more of a cold-blooded warrior and a more complex character than his legend would have us believe.”

Profiles:	Ronny Bar
Commentary:	Hyde Flippo
Extract:	Peter Kilduff

Fokker Dr.1 (127/17)
Flown by Manfred von Richthofen,
Jagdgeschwader 1; Lechelle, France; March 1918.

RONNY
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AIRCRAFT PROFILES

5 Or More! - An Aces Profile

Manfred
von Richthofen

The Red Baron

The World War I German flying ace Manfred von Richthofen later came to be known as the “Red Baron,” first in English, later also in German (*der Rote Baron*). In his own diaries, the aviator referred to himself as “der rote Kampfflieger” (“the red fighter pilot”), a term that referred to his bright red aircraft. The French called him “Le Diable Rouge” (“the Red Devil”). Only after the war did the “Red Baron” nickname come into use.

At a time when 15-20 aircraft kills were considered exceptional, Richthofen earned his legendary super-status and the coveted *Pour Le Mérite* medal (*der Blaue Max*, the Blue Max) by shooting down 80 enemy aircraft (all British except for one French plane). Legend has it that the Red Baron was a chivalrous knight of the air, who shot down aircraft but avoided killing enemy pilots. But is the legend true?

A 2007 biography by German author Joachim Castan (*Der Rote Baron: Die ganze Geschichte des Manfred von Richthofen*) reveals that much of this heroic myth was created by the German military and later embellished by others. For example, most movies about the Red Baron (including the 2008 German film *Der Rote Baron*) have portrayed a romanticized, oversimplified version of Richthofen as the gallant flying war hero. Even the “Peanuts” cartoon character Snoopy fantasized about battles with the Red Baron.

In fact, Richthofen was much more of a cold-blooded warrior and a more complex character than his legend would have us believe. In Richthofen’s own words from Castan’s book: “I never get into an aircraft for fun. I aim first for the head of the pilot, or rather at the head of the observer, if there is one.” But the flying ace also wrote that he felt terrible whenever he finished a mission. For propaganda reasons, the German military wanted Richthofen to appear as a hero, but he probably never really felt like one. Castan describes him as “a tragic figure, fighting fanatically, remorselessly, in a war that is lost.”

The Early Years

Born in Kleinburg, near Breslau, Lower Silesia (now part of Wrocław, Poland) on May 2, 1892, Manfred Albrecht Freiherr von Richthofen was a member of an aristocratic Prussian family, in which it was expected that the men of the family would serve proudly in the military. Manfred’s parents were Major Albrecht von Richthofen (1859-1920), a Prussian nobleman, and his wife, Kunigunde, née von Schickfus und



**Manfred Albrecht Freiherr von Richthofen,
later known as the Red Baron.**

**Photo: From a Willi Sanke postcard, photographer
C. J. van Dühren, 1917 c/ www.german-way.com**

Neudorff (1868-1962). Young Manfred, the eldest son, grew up in a region of Prussia that is now in Poland. He had a sister (Elisabeth/Ilse) and two brothers (Lothar and Bolko). The males, in particular, enjoyed the privileges of their class: horseback riding and hunting wild boar, elk, birds and deer. When Manfred was still a young child, the family moved to nearby Schweidnitz. (Manfred’s father and his brother Lothar were later buried in the family plot there.)

Military Career

In 1903, at the age of eleven, Manfred began his cadet training at a Prussian military school in Wahlstatt (now Legnickie Pole, Poland). He completed his schooling in 1911 and joined the Third Squadron of the Uhlán cavalry unit. When the war began in 1918, Richthofen served as a cavalry reconnaissance officer on both the eastern and western fronts. But the new fighting conditions of the First World War made horseback combat virtually impossible. Soon Richthofen applied for a transfer to the *Fliegertruppen*, the air service division of the Imperial German Army.

In the summer of 1915, Richthofen served as an observer on reconnaissance missions with the *Fliegerabteilung 69* (69th Flying Squadron). In October he began pilot training. In March 1916 he flew his first missions as a pilot. His first confirmed downing of an enemy aircraft happened on September 17, 1916. To celebrate, Richthofen ordered a silver cup engraved with the date and the type of enemy plane – a tradition he maintained until his 60th victory, when the war limited the availability of silver in Germany.

On July 6, 1916, Richthofen sustained a serious head wound during combat. He was able to regain consciousness in time to make a forced landing, but he was hospitalized and grounded for 40 days. (The British Captain Donald Cunnell, credited with downing Richthofen, was killed in action only a few days later.) Richthofen was not fully recovered when he returned to action. Today he probably would have been diagnosed with post-traumatic stress. Although he suffered from headaches and nausea, he insisted on flying again.

The Red Baron: During his brief 25-year lifetime, the German flying ace Manfred von Richthofen was never known as the “Red Baron.” That English moniker only came about later. As late as 1927, a book by Floyd Gibbons about

5 Or More! - An Aces Profile

Manfred
von Richthofen

Unsolved History: "The Death of the Red Baron" (2002).

Richthofen's Death

On April 21, 1918 Richthofen flew off with nine other planes from the airfield at Cappy, France. Soon the German fliers were in combat with a squadron of RAF Sopwith Camels led by the Canadian pilot Arthur Roy Brown. At some point during this battle Richthofen was pursuing a plane piloted by a novice Canadian pilot named Wilfrid May. When Richthofen flew across the British lines at low altitude, he was struck by a single bullet and fatally wounded. Before he died, he managed to land his red Fokker Dr.1 triplane just north of the village of Vaux-sur-Somme, in a sector controlled by Australian forces. Still intact, the Red Baron's bright red plane was soon dismantled by souvenir seekers.

Who Killed the Red Baron?

For many years, Brown was credited with shooting down the Red Baron's

Fokker from his Sopwith Camel. But in recent years, forensic and other evidence seems to confirm that Richthofen was actually killed by machine gun fire from the ground, some time after his brief air engagement with Brown. The entry and exit points of the bullet wound indicate that the fatal shot came from an Australian machine gun unit. Who the actual gunner may have been is still disputed, but there is little doubt that the Red Baron was killed by ground fire and not by Brown or any other pilot.

Four Burials!

On the day after his death, Richthofen was buried with full military honors in the village cemetery at Bertangles, near Amiens, France.



the baron's World War I exploits was entitled *The Red Knight of Germany*, not "The Red Baron." Gibbons never uses the term "Red Baron" in his 383-page book. The nickname comes from Richthofen's title of nobility, *Freiherr*, or baron.

While grounded, Richthofen began writing his "diaries," which were later published as an autobiography (perhaps with the help of a ghost-writer). Entitled *Der rote Kampfflieger* ("the red fighter pilot"), the German version was first published by the Ullstein publishing house in 1917. His autobiographical account ends sometime in 1917, long before his death in April 1918. (An English translation by J. Ellis Barker was published in 1918 as *The Red Battle Flyer*.) Although Richthofen

died before a revised German edition could be published, he claimed that the tone of his book was "too arrogant" and that he was "no longer that kind of person."

The Red Baron in the Movies and on TV
Films and TV series which feature Richthofen in either a major or a minor role.

Movies: *Richthofen* (1929), *The Blue Max* (1966), *Darling Lili* (1970), *Von Richthofen and Brown* (1971), *The Great Waldo Pepper* (1975), *Revenge of the Red Baron* (1994), *The Red Baron/Der Rote Baron* (2008)

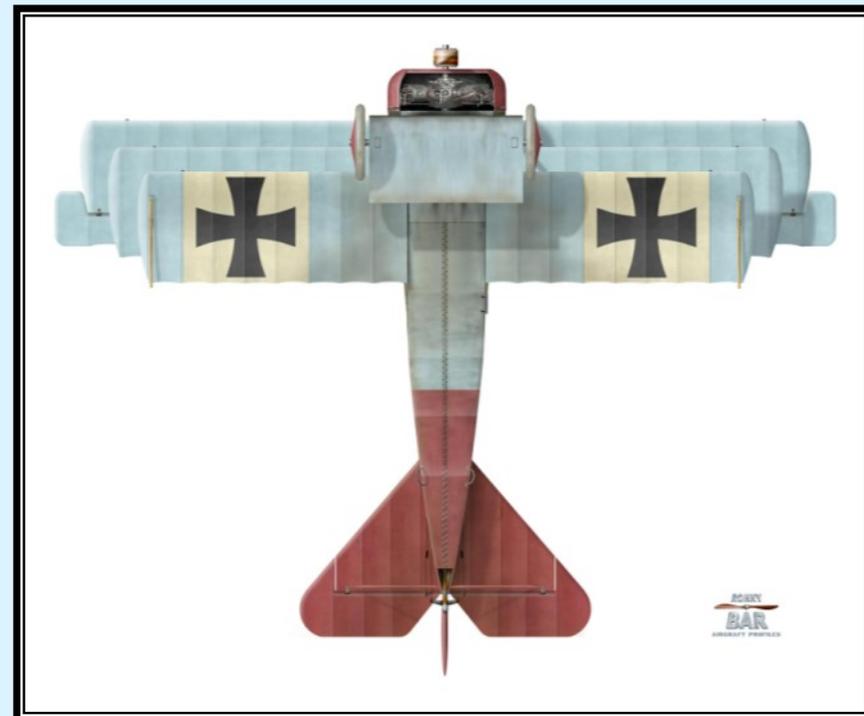
Television: *The Ghost Busters: "Only Ghosts Have Wings"* (1975), *Fantasy Island: "The Red Baron"* (1979),

5 Or More! - An Aces Profile

Manfred
von Richthofen

Showing their high regard for Richthofen, members of the Australian air squadron served as pallbearers and an honour guard.

A few years later, the French created a special cemetery for German soldiers in Fricourt. In 1921, the Red Baron was reinterred there, but he would remain there for only four years. In 1925, Manfred von Richthofen's youngest brother Bolko brought his brother back home to Germany with the intention of reburying him in Schweidnitz, next to the graves of his father and brother Lothar, who had been killed in a 1922 plane crash.



But the German government had other ideas. They wanted Richthofen to rest in the Invalidenfriedhof (cemetery) in Berlin, alongside the many other German military heroes and distinguished Germans buried there. The family agreed to this change, and on November 20, 1925, with President Paul von Hindenburg and many others in attendance, Richthofen was given a state funeral.

Today Manfred von Richthofen lies in the family grave in Wiesbaden's Südfriedhof (South Cemetery) – next to his sister Lisl and his brother Bolko (who had died in 1971 and who brought Manfred's body back from France in 1925). He has been in Wiesbaden since 1975, when the Red Baron made his last move. His headstone bears the inscription: "Rittmeister [calvary captain] Manfred Freiherr [baron] von Richthofen."

Hyde Flippo is an author and webmaster of a number of websites including www.german-way.com/, a site dedicated to the language and culture of Germany, Austria and Switzerland.

WARBIRDS ARE GO! *Birth of a Logo Pt.2*



Well, there's definitely a Red Baron theme running through this issue and the official release of a Great War period logo continues that theme. Ronny Bar has crafted our Fokker Dr.1 logo and we're sure you'll agree it's striking and will look great on a range of upcoming items as well as display banners and very special top secret project!!! No prizes for guessing the inspiration.

So, with a logo from the two great periods of aerial conflict, the only thing missing is a jet! Stay tuned for a future edition of AERO-TORQUE.

'Twas The Night Before Expo

by Martin Reid

Last editions Modeller Profile subject, Chris Dowsett is known amongst his friends for working through the night to get a kit completed for entry into a competition the next day. Chris isn't on his own, many of us have had those nightmare runs of modelling that sometimes end well but usually end in disaster.

With Model Expo around the corner, the following take on the well known Christmas poem should recall times we can laugh about now, but weren't quite so funny at the time!

Model Expo 2011 will see the official launch of Warbirds AMG with our inaugural display of 100 Years of Military Aviation.

'Twas the night before Expo,
And all through the house,
Not a creature was stirring,
Not even a mouse.

Except a poor modeller,
Quite frantic and glum,
His kit is not finished,
Still much to be done.

He promised himself,
Only twelve months before,
Never again,
Would he stay up past four.

Gluing and painting,
'Til the rise of the sun,
His obsession torments him,
But Hey!, this is fun?

The last dab of paint,
And it hits the right spot,
But in horror he views,
His finger print on the top.

'Tis the morning of Expo,
And right down the hall,
His model's in pieces,
After hitting the wall.

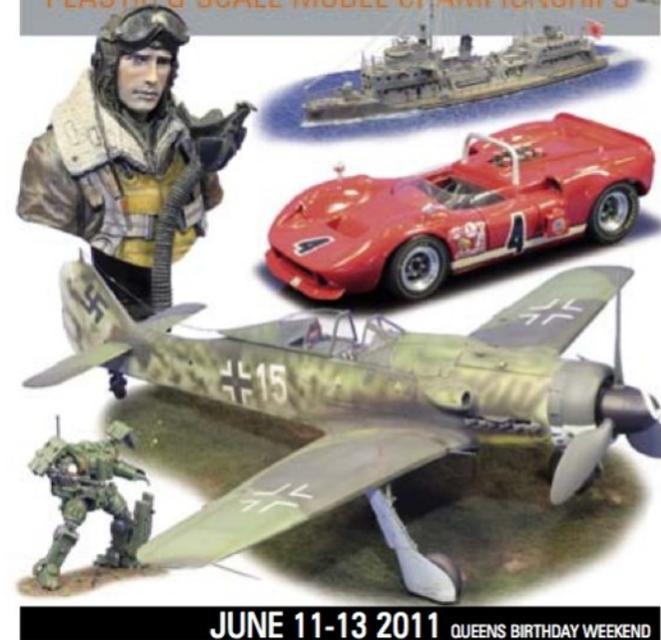
Reference books on the table,
And planning begun,
If he can't win a trophy,
Then there's buying to be done!'

Have fun at Expo!

MODEL EXPO

2011

THE AUSTRALIAN OPEN
PLASTIC & SCALE MODEL CHAMPIONSHIPS



JUNE 11-13 2011 QUEENS BIRTHDAY WEEKEND

WHAT IS MODEL EXPO 2011?

Model Expo 2011 is a showcase of everything that encompasses plastic modelling. A national open plastic model competition is conducted during the Expo and covers all categories including aircraft, military models, cars, trucks and sci-fi. Junior and intermediate modellers are also catered for. Kit distributors and retailers will show latest releases along with model club displays.

- OVER 50 CATEGORIES
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VENUE

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Entry is from Princes Highway.



COMPETITION ENTRIES

Friday, 10 June 5pm – 9pm
Saturday, 11 June 8am – 12pm
Adults – \$5.00 first model, then \$2.00 each for next 5 models, additional models FREE
Junior/Intermediate – \$2.00 per model up to 5 models, additional models FREE

PUBLIC VIEWING TIMES

Saturday, 11 June 11am – 5pm
Sunday, 12 June 10am – 5pm
Monday, 13 June 10am – 5pm

ADMISSION

Adults – \$10.00
Children (under 17)/Concession – \$5.00
Family (two adults, one or more children) – \$20.00
Weekend pass (3 day except Swap & Sell) – \$20.00
Competitors – Free entry
AMPLE FREE PARKING

SWAP AND SELL

Monday, 13 June from 10am – 12 noon.
Set up time for traders is 9am – 10am.
Tables may be hired at \$30.00 each or \$20.00 per half table. No retailers.
Swap & Sell Admission – \$5.00
Bookings: (bookings close 1/6/2011)
Laurenza Famuglia (03) 9546 9571 AH
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INFORMATION

Model Expo 2011
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ARTERO ART

"Miss Fire"

by Giorgio F. Galli



Every so often you come across someone who does more than just build a great model and then capture it well photographically. Such is the case with Giorgio F. Galli's stunning work with his P47 Thunderbolt, "Miss Fire".

Giorgio makes clever use of centralised focussing in his shots to draw the attention to selected areas of the picture.

For more of Giorgio's work, please visit his site located at:

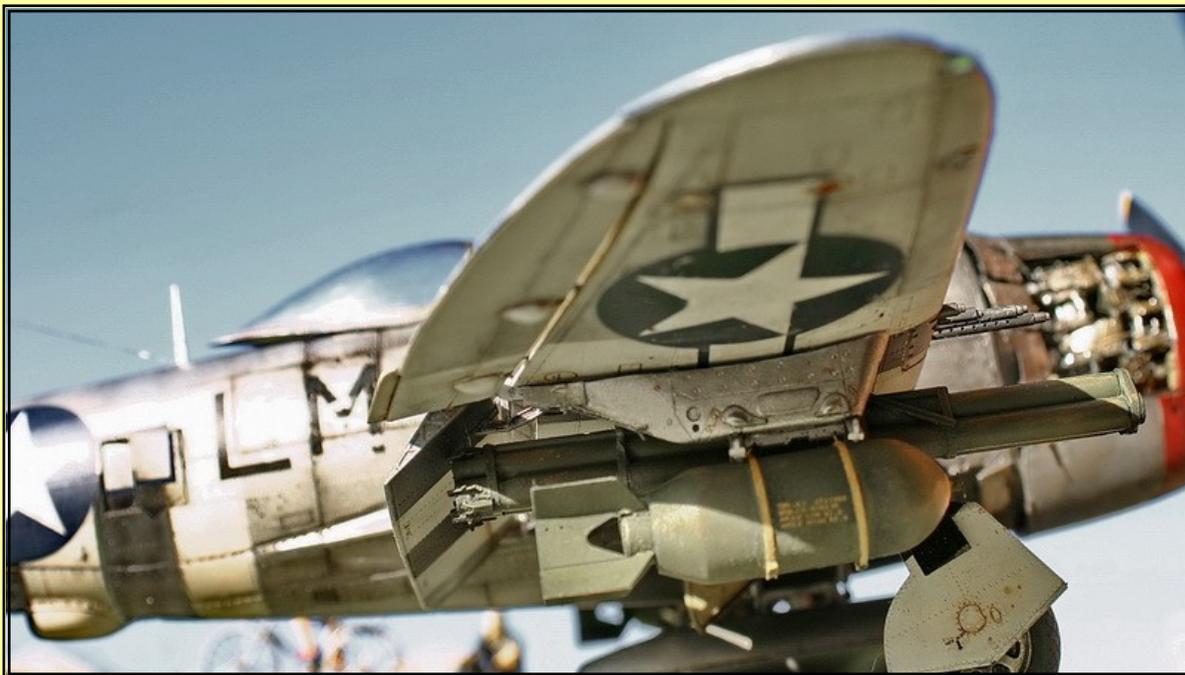
[http://
www.adventurephotomodels.com/](http://www.adventurephotomodels.com/)

The Idea: Miss Fire

The project "Miss Fire" was conceived and founded in 2009 by myself, George F. Galli in Milan (Italy), edited and published on my website www.adventurephotomodels.com in October 2010 in the Photo Gallery "Miss Fire" & "Allied - D 25 P47 Thunderbolt", where you can find more news, images and historical references.

The aim was to photographically represent the contrast between the imposing silhouette of the famous Republic P 47 D Thunderbolt "Jug" bubble top piloted by USAF Captain Fred Christensen (21.5 kills officially recognized) by the dually named "Miss Fire" and " Rozzi Geth II "(his college roommate Rosamand Gethro)" as used in August 1943 by the 56th Fighter Group, RAF Halesworth to England. The model used is the Trumpeter kit in 1:32 scale, and the sexy, petite figure, "Monella", by Legend Corp in 1:35 scale. The figure is very similar to a pin-up of the time painted on the fuselages of fighters and bombers of the Allies.

The project was completed in about three months of work. After building the airplane, I encountered the most difficulty trying to put the intended scene in the space of a tile (wood-based) of just 45x45cm, to represent a "moment of life set in an airfield during 1943 England in wartime" and capture photographically, an image that can impart the emotion. It is true, as someone said..., "a picture is worth a thousand words"!



The immense bulk of the Thunderbolt is well represented in Trumpeters 1/32 scale kit.

To do this, I had to first imagine the scene and then research in detail to represent it with drawings, sketches and photos in the right proportions. Then to modify, redesign, and finally build it to obtain and / or adapt it, especially painting with different techniques (manual), the characters represented including the pilot who gets on your aircraft, the mechanic-gun sitting smug in the field who admires the blast playing with the skirt of the girl who stopped on his bicycle watching the pilot, and finally, edit photos with the right lighting, the appropriate nuances intervening only where necessary to make the project as close to the expectations of myself.

The photo was run at using telephoto lenses "macro"-open to get maximum depth of field effects as realistic as possible

The Base Kit:

Trumpeter 1:32 scale D 47 D 25 Republic Thunderbolt "Jug" Bubbletop. The Trumpeter kit comes with panel lines well represented and the rivet detailed is also well done. The kit as it is already able to meet the expectations of modellers of even the most demanding needs. I made additions to the plastic parts including some with photo-etching (wheels) and also to



"Miss Fire"



The "office" of a Thunderbolt World War II fighter pilot.

the rubber parts.

As I said before, the scale of the model is 1:32. It's really challenging and allows options, the inclusion of extra detail and the possibility of enhancements specifically designed to complete the model and improve detail. Well done Trumpeter, it would be good if there were more models like this!

Paints used were:

AlcladII (aluminium, chromium, titanium and metal burned), Model Master (copper, silver and burnished nickel), Vallejo (black, white, red, yellow, olive drab) and Gunze (interior USAF)

Aftermarket:

P 47 D as provided "Big Ed" by Eduard photo-etched complete pack: Engine, Interior & Exterior & mask. This superb package developed by Eduard photo etched in specific version is recommended (for the most experienced modellers or otherwise those that have gained previous experience to assist in the demanding assembly required) for the complete realisation of an important and already super detailed model. First, the modeller must keep in mind that the actual size of the Thunderbolt P 47's were very impressive and not only as a tonnage, but also as firepower and were deadly in any situation, providing a challenge for enemy to escape!

Accordingly, a kit in 1:32 scale is very challenging because the margin of error in detail is almost zero! Frankly I do not know if these limits, I can only say that I committed to the best of my ability and the result is what you see in the pictures published. This photo-etch set reflects the



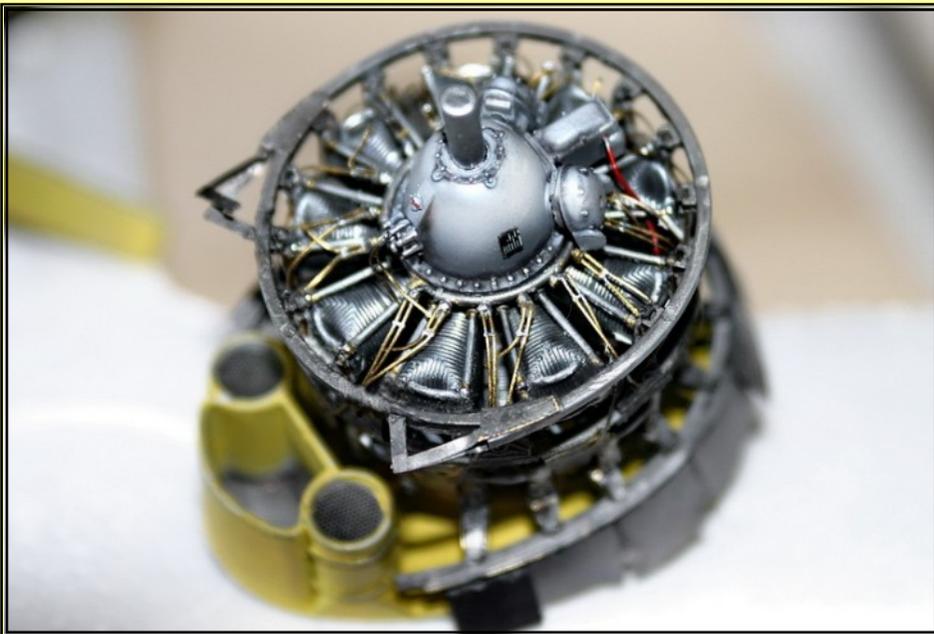
"Miss Fire"



Above: A very nice shot from a number of perspectives!
Note Giorgio's clever use of a central focus that actually increases the level of realism of the resting crewman.

Top Left: The pilot has a good look at his mount before maintenance is complete.

Bottom Left: The Thunderbolt is a beast of an aircraft from any angle, none more than from the rear quarter view.



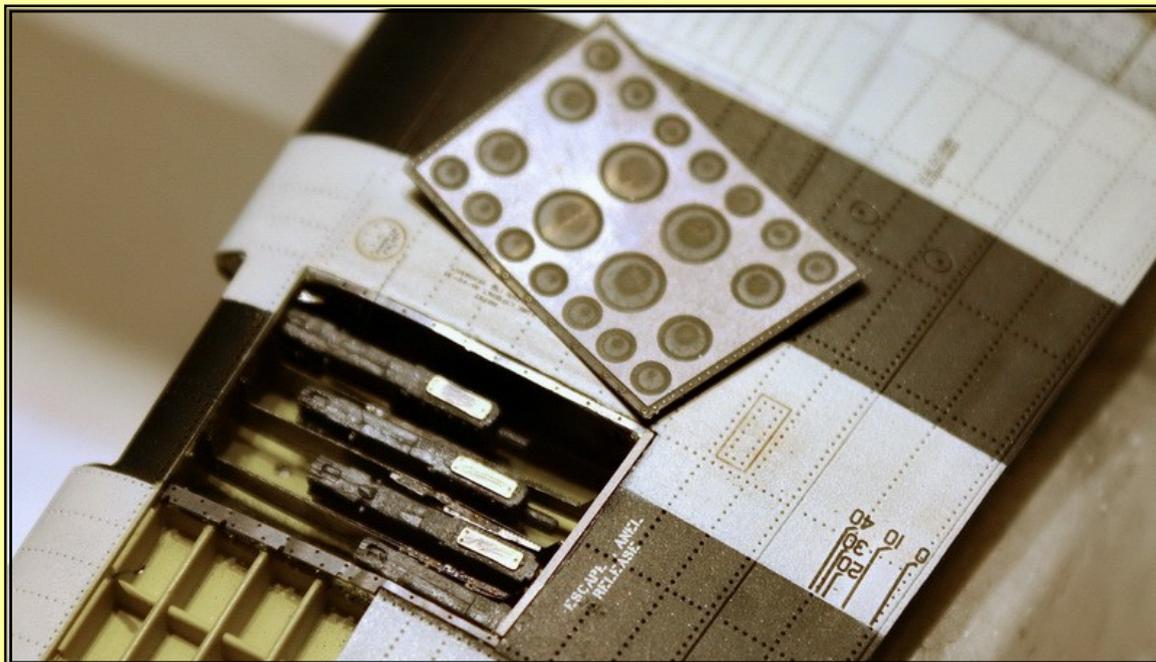
The Pratt & Whitney Double Wasp prior to installation showing the extra work in the wiring.

height and the professionalism of the company that produces them and helps to enhance the finish of the Pratt & Whitney R-2800 Double Wasp 2570 hp.

In fact, to be able to see the engine, I made a change on the right side of the cowling of P 47 by making a complete opening of the engine compartment. Other notable finishes are related to the interiors, exteriors, the housing of the eight Browning machineguns and 12.7 mm machine guns echoed by Eduard on the same version of holes.



Post installation, some detail is lost but is no less impressive.



The Thunderbolt was never short of firepower from an array of wing mounted guns, here's one half of the story.

Dry transfer decals & stencils by Hobbydecals:

The stencils and decals in the Hobby dry transfer makes the aircraft more similar to the real models are written as painted on the fuselage of the aircraft and without the need for additional steps such as pre-polishing, application of fixation and subsequent opaque painting. Only caveat, you must have experience especially if you are using them for the first time.

The Pilot & Mechanic (individual) deserve a mention apart from the figures of the USAF pilot (converted, was originally an American pilot of the war in Korea on a scale of 1:32) in action he is about to get on board its aircraft. The mechanic - gunsmith USAF (scale 1:35) were adapted to the needs of the project.

"Monella" Production figures by Legend Corp, scale 1:35 This kit was really well done by Legend Production corp. known in the field of modelling. "Monella" This is the name of the kit, probably modelled on the character that was actually brought into the film world from the world famous Italian director Tinto Brass film of the same name in 1998 (data from Wikipedia) Bicycle by Tamiya, Kit 1:35 scale (Military Miniatures). The kit of "rascal" is not supplied with the bicycle and therefore it was decided to raise the necessary kit proposed by Tamiya in their series, "MILITARY MINIATURES - 1:35 Scale German Soldiers with Bicycles" the process of amending and supplementing with trim missing.

The camera used for the pictures: Canon EOS 300 D

Look for a new feature by Giorgio in AERO-TORQUE Issue 004



Above: A front three quarter view of the completed POTEZ 36. Note the contrast of the grey fuselage and silver wings.

Below: Note the partial covering of the codes by the red bands.



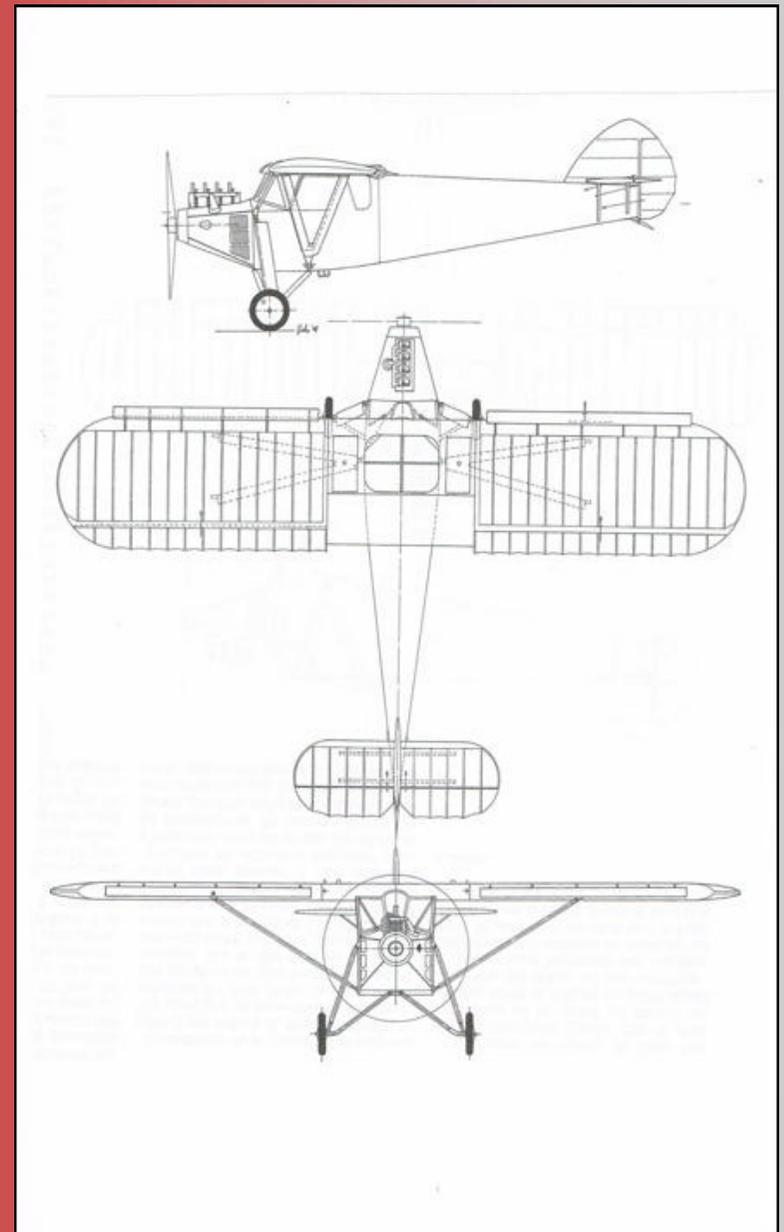
MEMBERS MODELS

BY
LEY REYNOLDS

POTEZ 36 - Historical Notes

One of the intriguing things about the Spanish Civil War is the large number of aircraft types employed by the two protagonists – at last count 281 different types, not including variants of a particular type. On the Republican side many of these were French civil aircraft, little documented outside France. To model any of these often requires major conversions or scratchbuilding.

My long-term plan is to build a collection of SCW types and some of the more obscure aircraft must be included, one being the Potez 36. Three such aircraft served in Spain with the Republicans – EC-AUU, Model 36/13 with Salmson 7Ac radial; EC-AYY, Model 36/14 with Renault 4Pb in-line; and F-ALJQ, Model 36/13



Potez 36 Plans reproduced by permission (via Reynolds).

Obscure Aircraft of the Spanish Civil War

Obscure Aircraft of the Spanish Civil War

engined as before. To date, no photographs of any of these have come to light so details of colours are lacking. However it is “odds on” that, at least initially, the civil registrations were retained and red bands painted around the wings and fuselage.

The Model

I must first state that absolute dimensional accuracy is not an overriding concern for me and I'm happy if the end result is 1/72 scale and looks dimensionally in proportion. So, with a set of basic dimensions (length, span, height and wing area) and a few photographs I set to work.

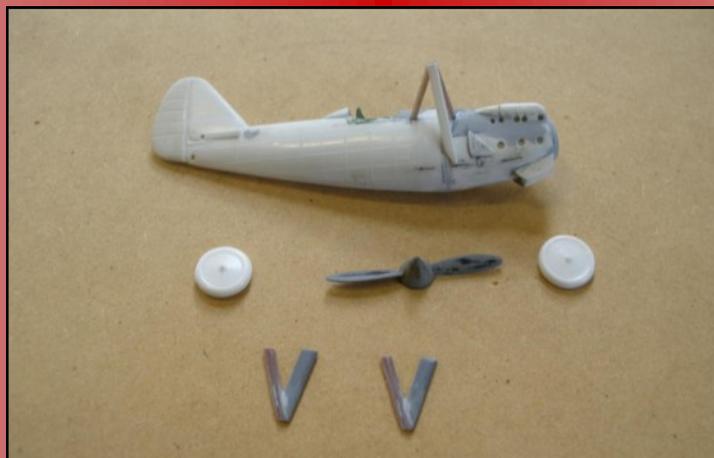
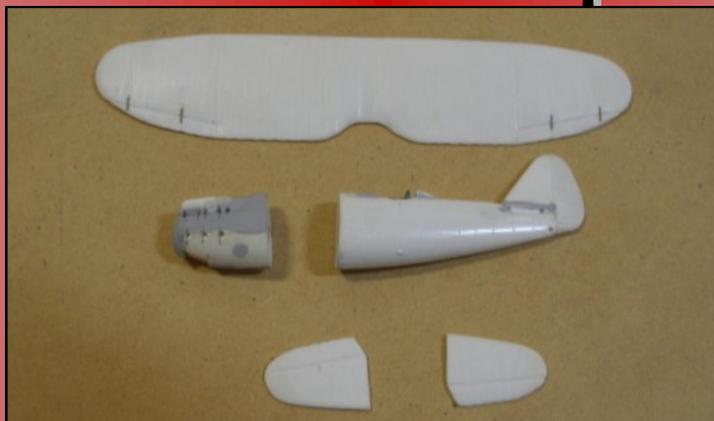
The best side-view photograph was reduced to 1/72 and I calculated an approximate wing chord. I then cast around for a suitable kit to form the basis of this model and found that the Airfix Auster would do nicely. The wings were suitably modified and slats added, fin/rudder/tailplanes fabricated from plasticard and the cowl made with formers and Milliput. The struts were cut from Aeroclub aerofoil sections of the appropriate size. The end result is shown in the accompanying photographs and it achieved a Gold Award at the NSW Championships a couple of years ago.

With Sod's Law in full operation, last year the French magazine, Avions, included a multi-part article complete with 1/72 drawings. These show that the wing chord is somewhat greater than I calculated. The Handley Page slats are more prominent and the cylinder heads protrude further above the cowl also, while the cylinder-head cover seems to have been left off in most cases.

DEWOITINE D.53 - Historical Notes

In 1921 Constructions Aeronautique E. Dewoitine, headed by Emile Dewoitine, produced the D.1 parasol-wing single seat fighter powered by a Hispano-Suiza 8 V-shape engine. In the next seven years a succession of developments, D.8/9/12/21/25, variously powered by Hispano-Suiza and Lorraine Dietrich V and W-shape engines was produced leading to the D.27 of 1927. Few orders were received (26 D.21s built under licence as Skoda D.1s for the Czechs and 66 D.27s built by EKW for the Swiss) and the company went into liquidation in that year. In 1928 a new firm, Societe Aeronautique Francaise – Avions Dewoitine, was set up but without any production facilities.

This company continued work on the D.27 but the crash of one in July 1930 spelled the end of French interest, although leading to the virtually identical D.53 with a strengthened wing of slightly different planform. By 1936 three D.27s and seven D.53s were in use at various aircraft factories and/or Armee de l'Air test establishments.



A series of in-progress photo's of Ley's Dewoitine D.53.

Two, or possibly three, D.27/53s went to Republican Spain during the Civil War and were used as unarmed trainers, being known as “Dewoitinillos” (little Dewoitines) to distinguish them from the Dewoitine D.371 fighters also employed by the Republicans. Just which airframes these were and where they came from is still the subject of some debate. The most likely candidates were D.27 F-AJTE (this was later applied to a D.53) and D.53s F-AMQX and F-ANAX all apparently owned by the company and/or its test pilot, Marcel Doret, as they all disappeared from the French register after 1936.

"My long-term plan is to build a collection of SCW types and some of the more obscure aircraft must be included"

The Model

The first problem was a reasonable set of drawings. I located a very small three-view set in an old issue of Air International but when enlarged to 1/72 the dimensions were all over the place. Using these as a basis I redrew the necessary wing planform, luckily the profile was almost spot on.

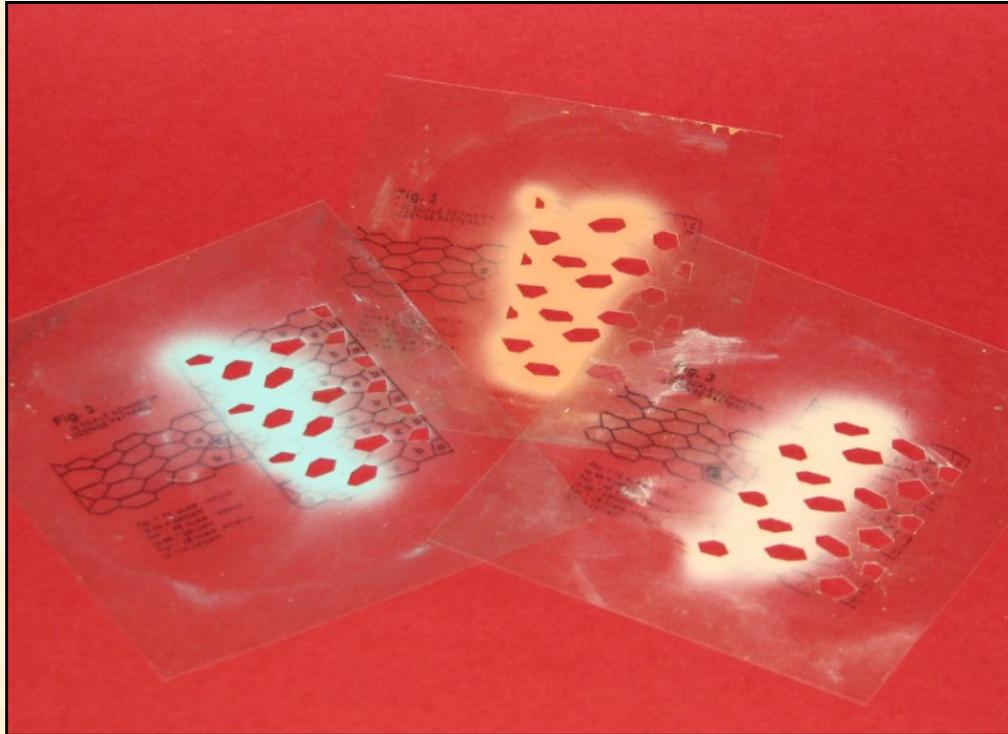
The logical starting point for this model was the KP Skoda D.1 kit dating from the late-1970s, as is shown by the accompanying drawings and photographs. The kit wings, fin/rudder and tailplanes were all reduced in size and re-profiled with differing grades of “wet'n'dry”. The fuselage aft of the firewall needed no work but the cowl had to be totally rebuilt. This was accomplished using some kit parts, plasticard and copious amounts of filler.

The struts and undercarriage were built up from Contrail aerofoil shapes and cockpit and a small amount of external detailing fabricated with plasticard and stretched sprue – there were few photographs of the D.27/53 readily available and the visible details vary somewhat. For example, the three cooling(?) holes at the bottom of the cowl were sometimes open, sometimes plated over and sometimes fitted with small scoops. Hence it was impossible to be pedantic about the features of any of the airframes in Spain. The accompanying photographs show the model in various stages of construction.

Special thanks to Patrik Meixner, Dusan Slezak, Cliff Bassett, Martin Wienert and Alain Graton for their assistance.

Benchmarks

What could or should be on your modelling bench to help you?



Above: Uffz Piel is assisted into his flying suit. Suitably out of focus, the centre of attention is, and should be, the painstakingly painted lozenge.

Left: Glenn's templates. Much like the application of lozenge decals, it has to be done section by section.

The last issue showed Microsculpt's fabric decals to overlay on lozenge (or any surface being fabric in real life) for a superb finish. Glenn Irvine shares with us his madness and describes how he created masks to paint his own lozenge.

This model, from the Dragon 1/48 Knights Of The Sky series, built almost completely out of box, the modifications being limited to; drooping the elevators, representing the fabric skinning of the fuselage, flattening the tyres and replacing the colour scheme with one not supplied with the kit.

This involved creating decals for the stork logo, the pink rib taping and spray painting the lozenge fabric by hand with the aid of masks. The templates for the masks came from an article in an old issue of Fine Scale Modeller.

The masks were copied to scale onto overhead projector film in the required multiples for the number of colours in the lozenge and the appropriate coded portions of the lozenge were cut out of each mask and painting commenced by matching up the previous colours through the film then applying the next colour and so on. Touch ups were done with a fine brush when finished.

The aircraft represents the aircraft flown by Uffz Heinrich Piel of Jasta 13. Reference for this scheme was found in Scale Aviation modeller, Vol 1 Issue 6, June 1995.

Lozenge Painting in 1/48 scale

by Glenn Irvine

Benchmarks

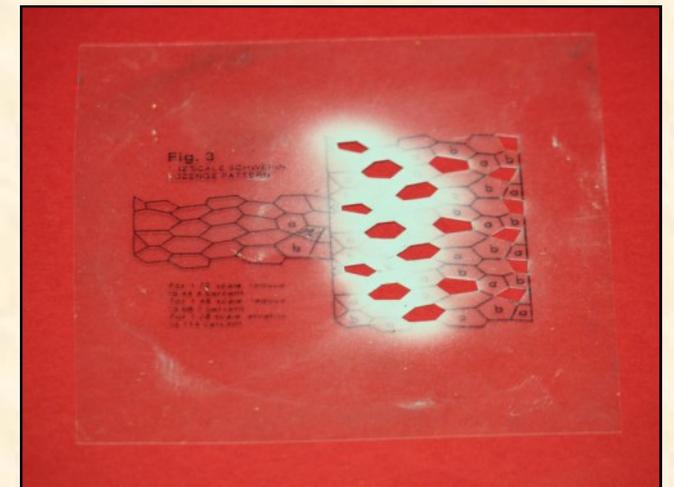
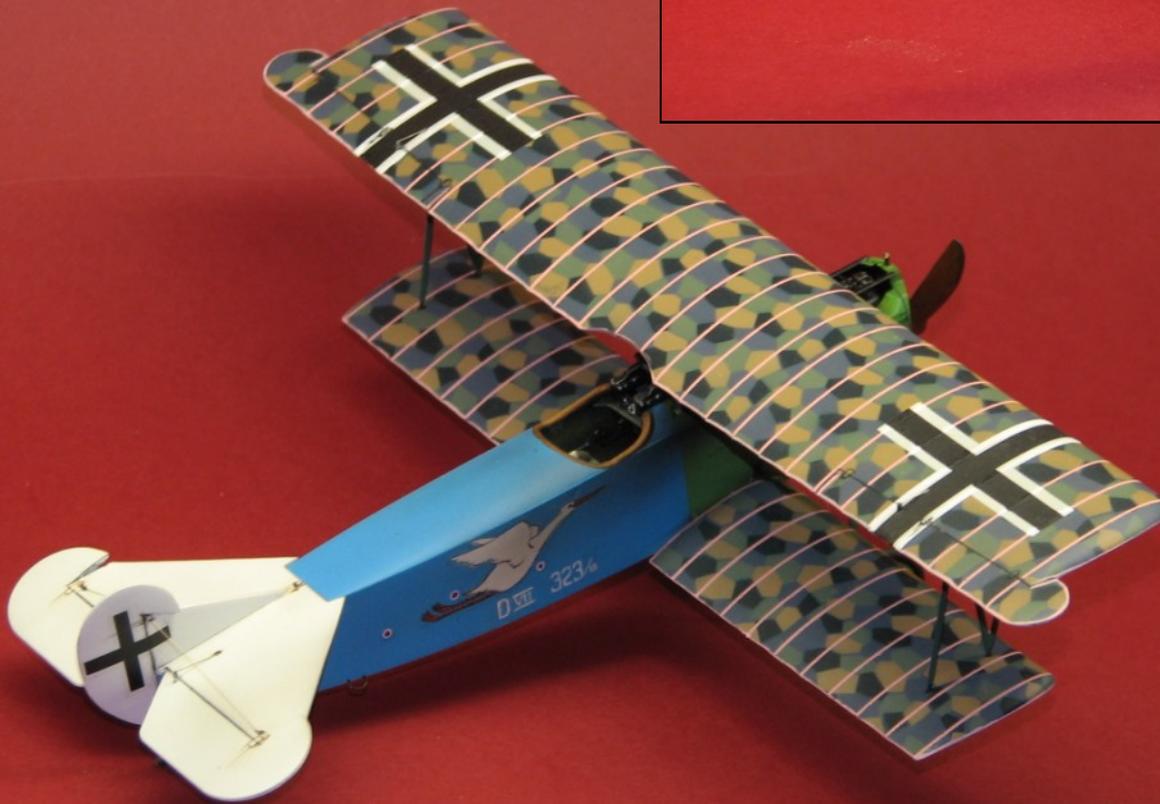
Lozenge Painting in 1/48 scale cont...



Above: Looks like the oil seals need replacing!

Left: A perfect birds-eye view of Glenn's handy work.

Below: A close-up of one of the templates Glenn created from an old Fine Scale Modeller issue. Unfortunately, Glenn has lost track of the exact issue number. If anyone can recall this, please let us know so we can put it up on our website for anyone else wishing to apply lozenge in a similar manner.



Benchmarks Wood Grain Decals by Uschi van der Rosten



The top three reasons many modellers don't venture into World War I subjects and biplanes in general would have to be rigging, alignment of wings and realistic painting of wood grain. Here's a new product from Germany to assist in obtaining a realistic wood grain finish.

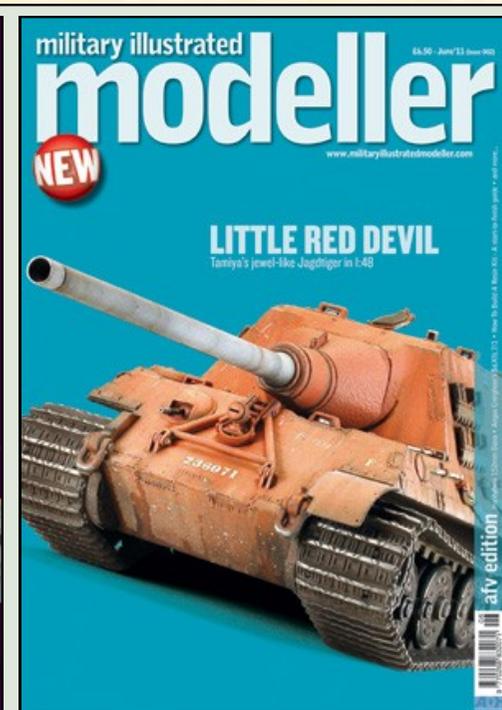
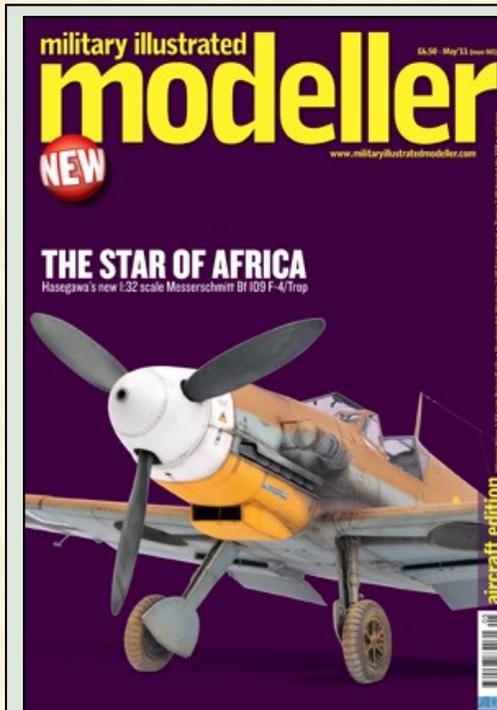
Uschi van der Rosten is a new German company that will be producing, not only decals but a range of modelling products. To begin with, they are producing fine and coarse wood grain in two sizes. One for 72nd scale and one for 48th scale and larger. These will soon be followed by Raw and Furniture Grade grains.

The decals are finely printed with no obvious pixilation and are designed to be cut to panel shapes. It's recommended panels are traced on Tamiya low tack tape, making sure access hatches etc are allowed for and then the decal cut to shape and applied. A detailed video is available at their website, www.uschivdr.com clearly outlining basic methods and also advanced methods to get the most out of the decals.

I did a test run on a 1/48 Albatros D.V fuselage half. I sprayed the basecoat, but rather than the recommended system for sizing the panel decals, I cut it to an approximate shape, applied and trimmed the edges. The decals are very thin and conform to the surface brilliantly but they are a little on the delicate side so be careful not to damage them. Use a little water under the decal to allow fine adjustment and then followed by blotting excess water with a clean tissue. By adjusting your base colours and or appropriate tinting of your gloss topcoats, a range of wood grain effects are available as the ability to enhance or subdue the effect.

The decals are highly recommended and are a great help for those not confident in their painting skills. At this point there is no distributor in Australia although hopefully this will soon change. For those coming to Model Expo in June this year, pop by the Warbirds AMG stand where the decals will be on display in raw and finished form for your perusal.

Contact Uschi van der Rosten direct at their website for ordering www.uschivdr.com



military illustrated modeller

www.militaryillustratedmodeller.com

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PRINTS..!



ALBATROS D-V
Lt. Fritz Rumey; Jagdstaffel 5
Boistrancourt, France; March 1918.

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NORTH AMERICAN P-51C-10-NT MUSTANG
(42-103867); Lt Col Chester L. Sluder; CO 325th "Checkertails" Fighter Group
15th Air Force; Lesina, Italy; June 1944.

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Above: Wherever you look around Marco's diorama, there is something happening. There are a number of stories in progress while The Richthofen Brothers have their picture taken with their dog Moritz

Left: Tucked away behind Manfred's plane, a crewman takes the opportunity for a coffee break. Thus the name of the diorama.

Coffee Break Jasta 11 - 1917 by Marco Jennings

The Richthofen Brothers

What better way to compliment the Richthofen theme than with this magnificent 1/32 diorama by Marco Jennings from Brazil, depicting the Richthofen brothers, Manfred and Lothar having their picture taken with their planes and their dog, Moritz.

Detail highlights of the build:

- Paint: Easycolors (Brazilian company). (www.easycolors.com.br).
- Details painted with Vallejo and stains with oils.
- Exhausts done with pigments also from Easycolors.
- Wood effects done with oils.
- Decals on the red aircraft: it was painted red, decals applied on the fuselage and then painted over with red paint again.
- The machine guns are from Karaya.
- The rigging was done with Bob's Buckles using invisible sewing line (thin monofilament) later painted with Vallejo German Grey.
- The seatbelts are made with paper and copper wire.
- The propellers are painted and masked in two colours.
- The figures are painted with Vallejo and oils.



Coffee Break, Jasta 11 - 1917



Above: A fine profile of The Red Baron's red mount.

Top Left: Manfred von Richthofen may have scored 2 of his victories from this cockpit.

Bottom Left: A mechanic views the busy airfield from the hangar door.

Bottom Right: Say Cheeseeeee!





Left: A crewman puts the finishing touches to Manfred's all red fuselage.

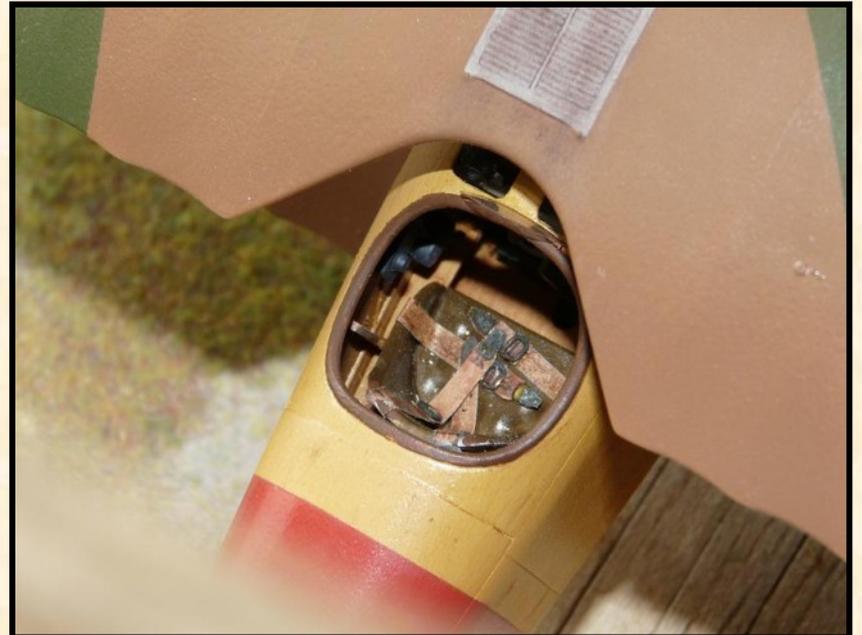
Bottom Left: The three tone camouflage of the wings contrasts starkly with the scarlet Albatros fuselage.

Top Right: Note Marco's superbly hand-painted wood finish done with oils.

Bottom Right: The typical World War I aircraft's cockpit was extremely sparse by today's standards with little more than a few levers and gauges.



Coffee Break, Jasta 11 - 1917



Coffee Break, Jasta 11 - 1917



For more of Marco's fine work, please visit his website:

<http://www.mtj-kits.blogspot.com/>

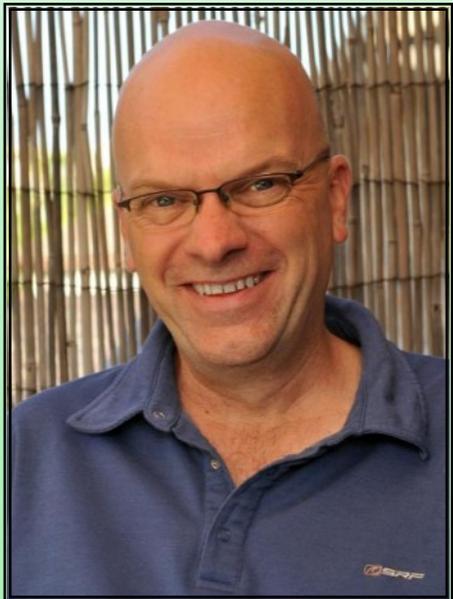
This magnificent view shows all that is going on. I just hope Marco has enough room to store it at home!

Brett Green is truly one modeller who should need no introduction. From humble beginnings 14 years ago with the establishment of HyperScale as a point of interest for modellers, Brett has grown HyperScale into a modelling institution.

Additionally, his modelling and publishing skills have seen him branch out from digital media to more traditional books and magazines.

As part of the Modeller's profile, we ask participants to nominate their top ten aircraft of all time. We hope you enjoy this sample of his skills put to a sample of each of his top ten subjects.

In the next issue of AEROTORQUE, look out for an article on HyperScale, it's history and the effort involved in keeping it going and maintaining its high standards.



No 1: Spitfire - 1/72 Czech Master Resins, Spitfire HF Mk.VII.

"I seem to have minor modelling disasters pretty regularly, but they can mostly be fixed."



No 2: Messerschmitt Bf/ Me 109 - 1/48 Classic Airframes Bf109A in Spanish Civil War markings.

How did you first get into the hobby?

I seem to recall that my mother bought me a Series 1 Airfix kit when I was quite young, probably 8 or 9 years old, after I had been to the dentist. I have been hooked ever since!

Why do you still model?

When I first started modelling I was mainly driven to finish a model as quickly as possible. As a kid, it was not unusual for me to buy a kit at the local newsagents on a Saturday morning, and have it built and painted (with the Humbrol enamel still damp) by Saturday afternoon. These days, I like the fact that modelling brings together a number of interests and skills – history, collecting, the physical act of construction, the artistic elements of interpretation, painting and weathering.

What's your favourite model you've built and why?

That is a hard one, but if pressed I would have to say one of my most recent builds – the Wingnut Wings 1/32 scale Roland D.Va. This was a wonderful kit to build, and it has inspired me to build more WWI kits in the future.

What's your biggest modelling disaster, what happened?

I seem to have minor modelling disasters pretty regularly, but they can mostly be fixed. My message to modellers is, if something goes wrong during construction or painting, don't abandon or destroy your project. Just walk away for a while then come back with a fresh eye to see how you can fix it. Most problems can be fixed.

Perhaps my biggest modelling disaster was when I was photographing one of my newly finished models for a book – it was a 1/48 scale F4U-4 Corsair conversion – and the large cardboard background fell flat onto the model, destroying the canopy, propeller, landing gear and more. The only saving grace was that it happened after I had taken the last photo!

Modeller Profile - Brett Green



No 3: Focke-Wulf Fw190D9
1/32 Hasegawa kit with Eagle Editions decals.



No 4: P51D Mustang - 1/48 Tamiya kit which was subject to every modeller's nightmare of obtaining fresh reference after the build to find you've made a mistake. Brett took the effort to refinish "Sebastian Jr."



No 5: P47D Thunderbolt - 1/48 complete with Aires detail set and Jaguar figures.

"As a kid, it was not unusual for me to buy a kit at the local newsagents on a Saturday morning, and have it built and painted (with the Humbrol enamel still damp) by Saturday afternoon."

Modeller Profile - Brett Green



No 6: P40E-N - 1/48 AMT, resplendent in RAAF markings.



No 7: Focke-Wulf Fw190A - 1/72 Tamiya Fw190A8/R2 "Sturmbock" in a stunning in-flight shot. The last thing many bomber crewmen ever saw!

"I established HyperScale in 1997, and worked at the corporate job in parallel with maintaining the website and writing books for around 6 years."



No 8: Me262 - 1/48 Tamiya, converted from an A2-a to an A1-a.



What are you working on now and what's your modelling schedule like generally?

I am just finishing up the new 1/35 scale Hobby Boss M3A1 White Scout Car. My modelling schedule is busy – usually finishing between 15 and 25 models each year. It tends to be dictated by the demands of the magazines these days.

What is your modelling collection made-up of?

It is a mix of aircraft, armour and figures across all the major scales. I really need to cull the collection in a big way so that we can get the cars back into the garage!

Are you a kit hoarder / collector or do you genuinely intend to build everything you have and how big is the current collection?

I must have thousands of kits. I still buy models too, even though samples arrive almost daily. I really need to cull the collection in a big way so that we can get the cars back into the garage!

What kit/s would you like to see released?

I would love to see a 1/48 scale Beaufort released. A 1/48 scale Vengeance is supposed to be coming from AZ Model – looking forward to that too. On the military side of things, a 1/35 scale family of Vickers light tanks would be nice.

Do you build anything other than aircraft, if so, what?

Military vehicles has made up more than half of my building over the last two years due to editing Model Military International magazine.

Is there a modelling technique you still feel you haven't developed to your satisfaction yet and if so, what is it?

I would like to develop my scratch building skills more.

Ed. You're kidding Brett, aren't you!



No 9: F4-U Corsair - 1/48 Tamiya F4U Corsair finished as an El Salvadorian FG-1D.

"Who knows, we may even start seeing pre-coloured resin or plastic in the future to join printed photo-etched parts"



No 10: Hurricane - At the time of writing, this is Brett's latest masterpiece crafted from the Pacific Coast Models 1/32 kit of the Mk1 Hurricane.

What are your top ten aircraft of all time?

Supermarine Spitfire
Messerschmitt Bf 109
Focke-Wulf Fw 190 D
North American P-51D Mustang
P-47D Thunderbolt
P-40 E-N Warhawk
Focke-Wulf Fw 190 A
Messerschmitt Me 262
F4U Corsair
Hawker Hurricane

If you could change anything about the hobby, what would it be?

I have to say I am pretty happy with the hobby at the moment. Things have never been better in terms of subject diversity, kit quality and after-market availability.

Where do you see the hobby headed in the future?

I think we will see more large scale kits – 1/32 scale and bigger. More high quality, limited run kits will probably appear too. Who knows, we may even start seeing pre-coloured resin or plastic in the future to join printed photo-etched parts.

What advice would you give to someone considering getting into the hobby?

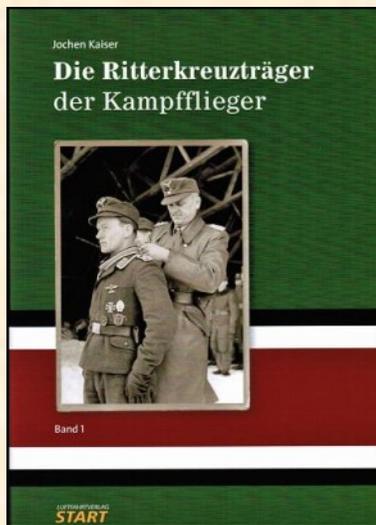
Start with a Tamiya 1/48 scale fighter!

Finally, what do you do for a living and how do you fund your hobby?

I worked in the Australian telecommunications industry for more than 20 years. I established HyperScale in 1997, and worked at the corporate job in parallel with maintaining the website and writing books for around 6 years, but I finally scaled down my regular job to a couple of days a week, then chucked it in to make HyperScale and writing my full-time profession. I have also been Editor of Model Military International, a magazine from English company ADH Publishing, since March 2009 and have just recently taken on a brand new magazine, Military Illustrated Modeller – Aircraft Edition.

Bookmarks

Recommendations for your library

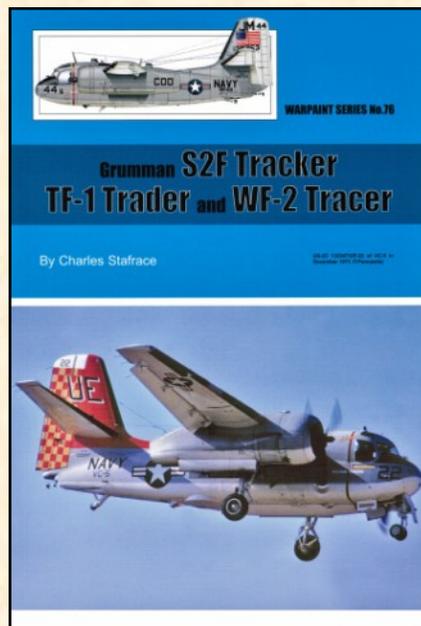


Die Ritterkreuzträger der Kampfflieger, Band 1 (Bomber Arm Knight's Cross Recipients, Volume 1)
by Jochen Kaiser
Luftfahrtverlag Start
ISBN 978-3-941437-07-4, Hardcover, A4, 271 pages, more than 500 photo's (a number in excellent colour).

A framework and much of the source material for this book had been completed by Ernst Obermaier before his untimely death in 1997 as a follow on from his Ritterkreuzträger der Jagdflieger, and Schlachtfliieger books from the 1960's and '70's. Taken over by Jochen Kaiser this is the culmination of an extra ten years worth of research and a more than worthy addition to the previous two books. It outlines the military careers, significant missions and fates of the 5 recipients of the Swords, the 26 recipients of the Oak Leaves and the 191 Knights Cross recipients with surnames A through K. The book is bilingual with complete German and English text devoting two pages to each of the Swords (Baumbach, Helbig, Herrmann, Hogeback & Peltz) and Oak Leaves recipients and effectively one page each for the remainder, of which there are at least two photographs each (one portrait and a significant other). Those looking for aircraft

photographs may be a little disappointed but there are a few showing tail victory markings, milestone wreaths and the like. Another beautifully produced book from Axel Urbanke at Start. I look forward to many more.

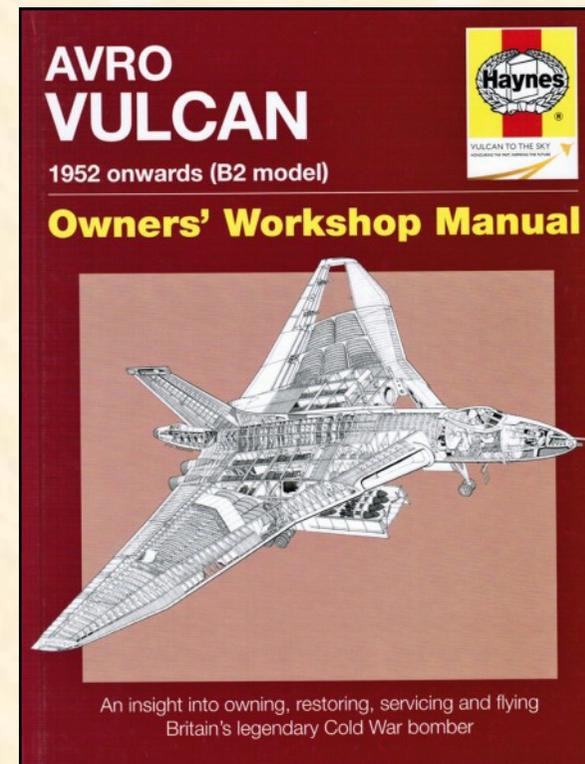
Available from AeroWorks at \$132.00



Warpaint #76 - Grumman S2F Tracker, TF-1 Trader and WF-2 Tracer
by Charles Stafrace
Warpaint Books Ltd
Softcover, A4, 60 pages, 99 colour photo's, 40 b&w photo's, 31 aircraft in profile, 1/72 drawings of major variants.

Usual Warpaint format for this one containing a brief development history, listing of all variants, lists of operational US Navy Tracker units, export operators and their serial numbers (including one page for Australia). In fact, considering the number of aircraft used by the US Navy, it's perhaps surprising the export section of this book takes up the bulk of it. It's a good introduction to the Tracker with some nice, though small, colour photographs of some very interesting marking options. For a series of books aimed at modellers though I still find it surprising that they persist in only including two pages of walk-around type detail photo's, and most of those in black and white in this title. I suppose there are more than enough "in detail" books around these days on most subjects and, for the price, the Warpaint series does represent great value for money.

Available from AeroWorks at \$28.50



Avro Vulcan (1952 onwards (B2 model)) Owners' Workshop Manual
by Alfred Price, Tony Blackman & Andrew J.K. Edmondson
Haynes Publishing
ISBN 978-1-84425-831-4, Hardcover, A4, 160 pages, 180 colour & 50 b&w photographs

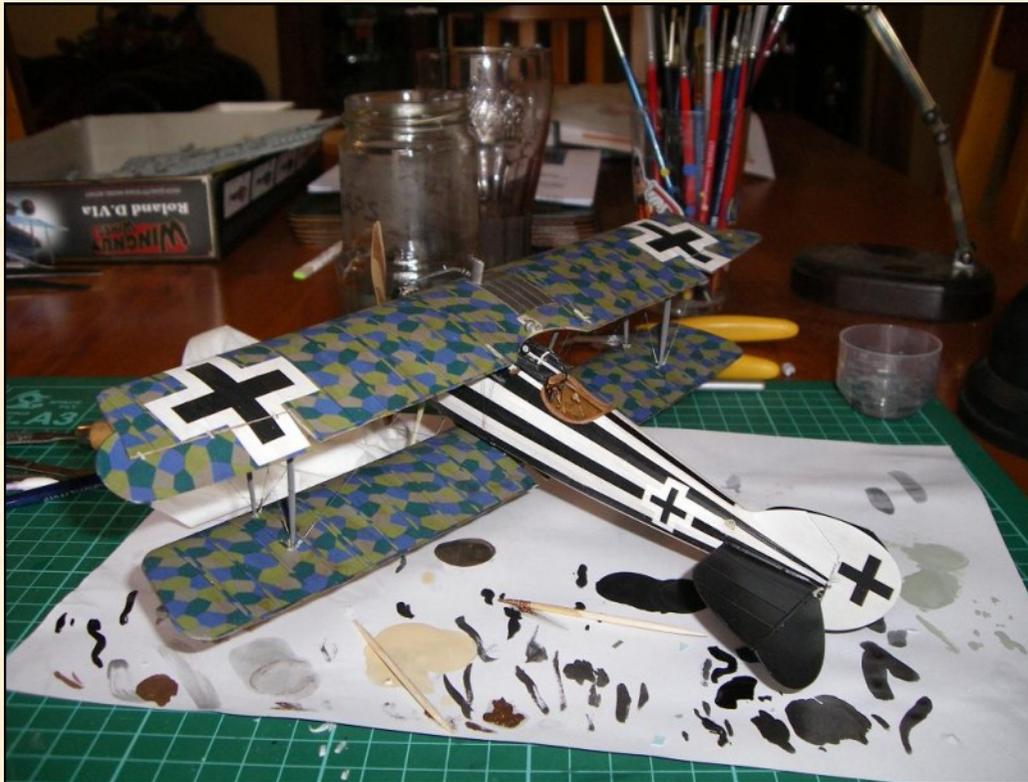
So, you want to maintain and fly your own Vulcan ? Going on the title you'd think this would be the book to get, but it isn't. If it was it would probably stretch to 20 volumes with more than 10 times the number of pages in each and bore you to absolute tears. Thankfully, despite the misleading title, it's a very handy reference to this aircraft. Development history, squadron service and the restoration of XH558 in the UK are all covered. There are some very interesting photo's and hand-book drawings in the Anatomy chapter that will be of great help to the modeller. Should you ever wish to jack a Vulcan (put it on stands, not pinch one) you should look no further, as that is covered too. Though it has kind of a quirky format and title, designed to fit the look of Haynes car manuals I suppose, this book is very handy for the price and the number of colour images. Anyone with a passing interest in the big beast will enjoy it.

Available from AeroWorks at \$46.00

TAIL SPIN

And there goes another 3 months of my life I'll never get back! Have I mentioned being time poor? It's been a busy time with Warbirds and non-modelling commitments but I have been modelling which has been fantastic and there has been some reshuffling of priorities, plans and commitments.

The 1/48 Eduard Albatross had progressed only marginally while I concentrated on the Wingnuts Roland D.VIa as noted in the previous TAIL SPIN. I've built it to do a review for Model Art Australia magazine and my learning curve during the build was 90 degrees. An awesome kit to be sure.



A stunning kit in stunning markings. See, I can and do actually build models. Keep an eye out for it in an upcoming issue of Model Art Australia for a full review

So now there are no excuses and a deadline to complete my 1/48 Albatros. It's almost there and will be on the table at Expo 2011. I have to confess the poor old Albatros ended up with a few short-cuts. Rigging is unlikely on this baby I'm afraid. It will still be a nice display model, but it's no trophy contender, I'm not just time poor, I'm also lazy!

Where to from here? Well, I'm caught up in the Great War modelling bug but I think it's time for a change of pace... I wish! With an 18 going on 40 year old daughter and a 20 going on 12 year old son, I'm stuffed! Even still, I wouldn't trade them, well... maybe for a few more Wingnuts kits. :-)

CONFESSIONS OF A TIME POOR EDITOR



With Warbirds less than 6 months old and so much work having been done but so much more to do, it's been great having a lot of support within the membership and a willingness to help.

AERO-TORQUE will soon have two people putting it together with the addition of Steve Keogh coming on board with his excellent modelling and desktop publishing skills, be prepared for an improved journal coming your way in future.

Michael Tabone has been busy working away on the website getting it ready for the galleries and a generally better web experience and the expressions of

interest in various aspects of the running of Warbirds has been most appreciated. However, with still lot's to do and little time perhaps it's time I give up those dreams of super detailed masterpieces that people go "OOOOH" over (like that ever happened anyway!!!) and just concentrate on getting tidy models completed at a reasonable rate?

Well, it's sad to admit I had to succumb to a pair of reading glasses for the finer work so perhaps that my legitimate excuse to build "decal-carriers"? Well, that's actually not such a bad idea with nice kits like Wingnut Wings around. So all of you master modellers, breathe a sigh of relief, I am going to be a kit assembler and decal carrier modeller. Your trophies are safe and you're ego's can remain intact.

I'm sure many local modellers will now feel much better. Until I get motivated again, attempt a super-build... and then slink away in horror as my masterpiece become an expensive fantasy.

Until the next issue, I remain time poor with way too many kits in the collection and still totally unrealistic about their futures!

Martin

.Hyperscale History
. Frank 'n' Hien



.Snakes, Sharks & Warhogs
.Top 10 Military Aviation Movies

AERO-TORQUE

The Journal of WARBIRDS Aviation Modelling Group - No.003, Jul - Sep 2011



Next Issue



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