



# LOOSE PARTS

**THE OFFICIAL NEWSLETTER OF THE GREAT LAKES SCALE MODELERS**

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## FEBRUARY 2018

### MEETING NOTES

January's meeting was one for the ages. Aside from the great turnout of members and being the Hall Of Fame meeting (which is one of my favorites— seeing the best of the best on one table), we had three(!) visitors attend the January meeting, two of which joined on the spot. Please join me in welcoming **Dan Kelly** and **Jeremy Lueck** to the club. Jeremy's interest is in 1/48th military jets (the two F-4 Phantoms he brought were extremely well built and painted models), while Dan's interest is in photographing models, which he's offered to do a photography demonstration for us at a future meeting. Welcome aboard, **Dan** and **Jeremy**, and thanks for joining our club! We also had **Frank Unruh** drop by to check us out, plus he brought some models to share. Thanks for dropping by and sharing your work with us, Frank, hope we'll see you at a future meeting! The influx of visitors, new members, and interest in the club over the last year and a half is a great thing to see. We had 14 members in attendance, with 11 models on the show & tell table for the "It's A Zoo" theme;

**Bruce Rowe:** 1/48 Falcon vacuformed F-89D Scorpion

**Randy Handwerk:** 1/25 Lindberg 1961 Chevy Impala

**Albert Moore:** 1/72 Hasegawa F-15A Eagle, 1/72 Hasegawa Kfir C2 (Lioncub), Metal Earth TIE Striker

**Shane Bester:** 1/24 Tamiya Porsche Boxster

**Jim Nelson:** 1/25 1967 Chevy Impala 4-door diecast (from the TV show *Supernatural*)

**Ed Michael:** 1/25 Revell 1932 Ford 5-window coupe

**Austen Hughey:** 1/25 AMT 1996 Chevy C3500 dually pickup

**Jeremy Lueck:** 1/48 Hasegawa F-4E Phantom II (NJ ANG), 1/48 Hasegawa F-4D Phantom II

Our guest also brought three of his models to share with the club;

**Frank Unruh:** 1/16 Lindberg 1910 Ford Model T, Voyager 1 Probe paper model, Estes model rocket

**Bill Ballard, Norm Campbell, Adam Cutler, Greg Wood, and Mark Smith** were also present for the meeting. **Austen Hughey's** AMT Chevy Dually won model of the meeting, and what a nice model it is. Congrats, Austen, very sharp truck (which had a working liftgate, fifth wheel in the bed, and a nice smooth red finish)! Due to a technical bug with the TV and computer (which was figured out towards the end of the meeting) there was no video viewing. Business chatter was limited to a few new releases, and the news that the parent company for Revell/RevellAG— Hobbico, had filed for Chapter 11 Bankruptcy protection. What impact it will have on Revell remains to be seen, though the company announced it will be business as usual (no impact on future releases or reissues). With that, we'll see you in February!

## *HALL OF FAME 2017*

January's meeting featured the Ford Wager Memorial GLSM Hall Of Fame vote off. It's already a difficult task choosing Model of the Meeting each month, given the talent in the club, but to choose the best of those models at one sitting is just über hard. This year was no different. It was also one of those years that required two rounds of voting as there was a tie the first go-around. After the second vote was tallied, the club declared **Adam Cutler the winner of the 2017 Ford Wager Memorial GLSM Hall Of Fame** with his gorgeous Revell Outlaw Peterbilt 359 with Mobius 53' reefer trailer. This model is just awesome from front-to-back. With its sweet custom body work and paint, there wasn't much on the model that wasn't modified in some form. The fact he started with a snap-together makes it that more drop-dropping. Congratulations, **Adam**, job well done!



## “From The Design Bureau”

### Surprise, Surprise, Surprise, Sargent Carter

#### 1/48 Scale Hobbycraft Mikoyan-Guryevich MiG-17F ‘Fresco’

When I suggested the theme “Surprise, Surprise, Surprise, Sargent Carter”, I had an aircraft kit already in mind to build. It was not the MiG-17! I cannot even remember when or where I purchased it, but it was a long time ago. I do know I was collecting MiG aircraft kits, past to present, for future builds. I had no ties to the MiG-17, and to me, it is not an attractive aircraft, in fact, to me, it is kinda “ugly”. Then after building the USAF 4477<sup>th</sup> Red Eagle Squadron MiG-23 kit last year, and writing the mini-book for *Loose Parts*, I ended with the last sentence stating I hoped to build a MiG-17 and a MiG-21 in the future. I figured the MiG-21 would be the next Red Eagle aircraft I would build. The MiG-17 was not even on the perverbable build radar. Then what changed my mind?

Figure 1 explains it all!!! After attending a Kalkaska volleyball game, I was heading to my car and walked past the Kalkaska High School (KHS) Hall Of Fame (KHSHOF) Display. I stopped to see if I knew anybody there as I was a KHS graduate, Class of 1968. One of my basketball groupie friends, Al D. had just made it to the KHSHOF. There were several others I knew. Then I saw a photo of an USAF officer. I think my jaw dropped when I read Bob Mayo was a MiG-17 driver. This was the 1<sup>st</sup> of the Surprise Triad. I was in 4<sup>th</sup> or 5<sup>th</sup> grade when Bob Mayo graduated and did not know him or his history. I went to grade school at South Boardman and knew very few people in Kalkaska. The 2<sup>nd</sup> of the Surprise Triad was the MiG-17 was now at the top of my build list for the June theme.

**Figure 1 Kalkaska High School Hall Of Fame**



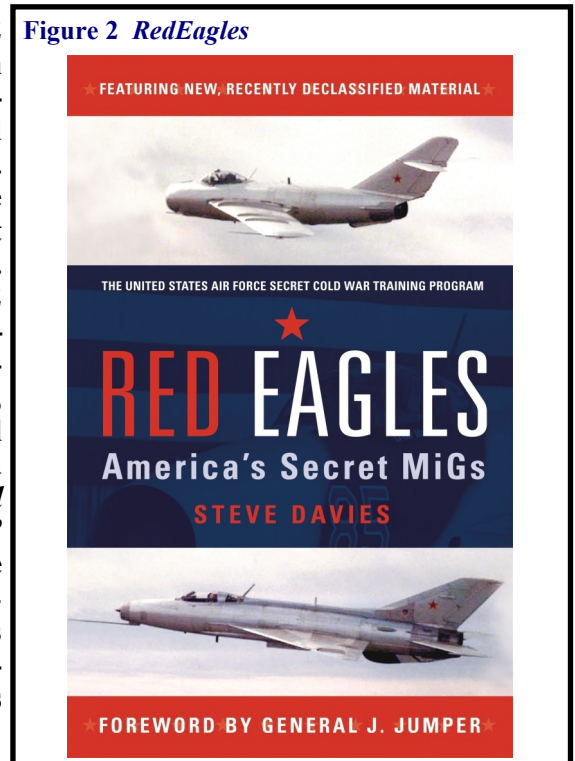
Plaque is just inside the Kalkaska High School Gym North Entrance

When attending latter sport even, I took my camera and took the Figure 1 photo. Back to the book, *Red Eagles* (Figure 2), I went searching for any information about Bob Mayo. I discovered he was Bandit 1!!! Kalkaska High School had a Red Eagle!!!

Major Bob ‘Kobe’ Mayo (1972-1978) - TAC, HAVE IDEA, CONSTANT PEG (Bandit 1)

Am not sure of the time frame between 1959 and 1972 or 1975 when he began flying the MiG’s. He had flown F-100 Super Sabres against ground targets in South Vietnam in his first deployment there and in his second deployment, he flew F-4 Phantoms over North Vietnam. In 1972, he joined the USAF Aggressors being one of the original members, assigned to Nellis Air Force Base at Las Vegas, Nevada. (Ref Figure 2, *Red Eagles*, p 53). The Air Force Aggressors started with the T-38 in 1972 and after South Vietnam fell to the North, F-5Es, originally planned for South Vietnam, were given to the Aggressors in 1974 or so. When picked to fly the MiGs, Mayo stated “That was all very secret.” “He admitted his time with the Aggressors had given him some idea the Air Force had access to MiGs somewhere” (Ref *Red Eagles*, p 54). This time frame is before the “official” Red Eagles existed as the Air Force was just sowing the seeds for the future Red Eagle organization. Figure 4 presents my approximate time line for the Syrian MiGs attained by Israel and loaned to the USAF for evaluation. Also shown is Bob Mayo’s time line with the MiGs from the early days to Red Eagle days.

Figure 2 *RedEagles*



“Kobe” Mayo relates another story about the MiG-17. During HAVE IDEA, the pilots joked about the white line on the instrument panel shown in Figure 3: “... those Russian pilots must really stupid to have to have that while line there.” “The first time I tried a high g reversal...I knew what that white line was for, and all of a sudden it was really smart.” The aircraft had snapped rolled and went into uncontrolled flight. “...I had no idea which direction the aircraft had tumbled, rolled, or whatever. I fought to get the stick up against the white line (tribal knowledge when this occurred)”. The aircraft returned to controlled flight. “It was actually very clever, and it served to remind you the rest of the time this aircraft had some flight characteristics that would bit you in the a\_\_.” (Ref *Red Eagles*, p 130-131) The MiG-21 and MiG-23 also have the white line on the instrument panel.

Figure 3 MiG-17 Cockpit



Note: Notice White Vertical Stripe On Instrument Panel

“Kobe” Mayo, Bandit 1, died Sept. 19, 2014, aged 73, at Point Pleasant, Ohio.

## **The Syrian MiGs: From Syria To Israel To The United States**

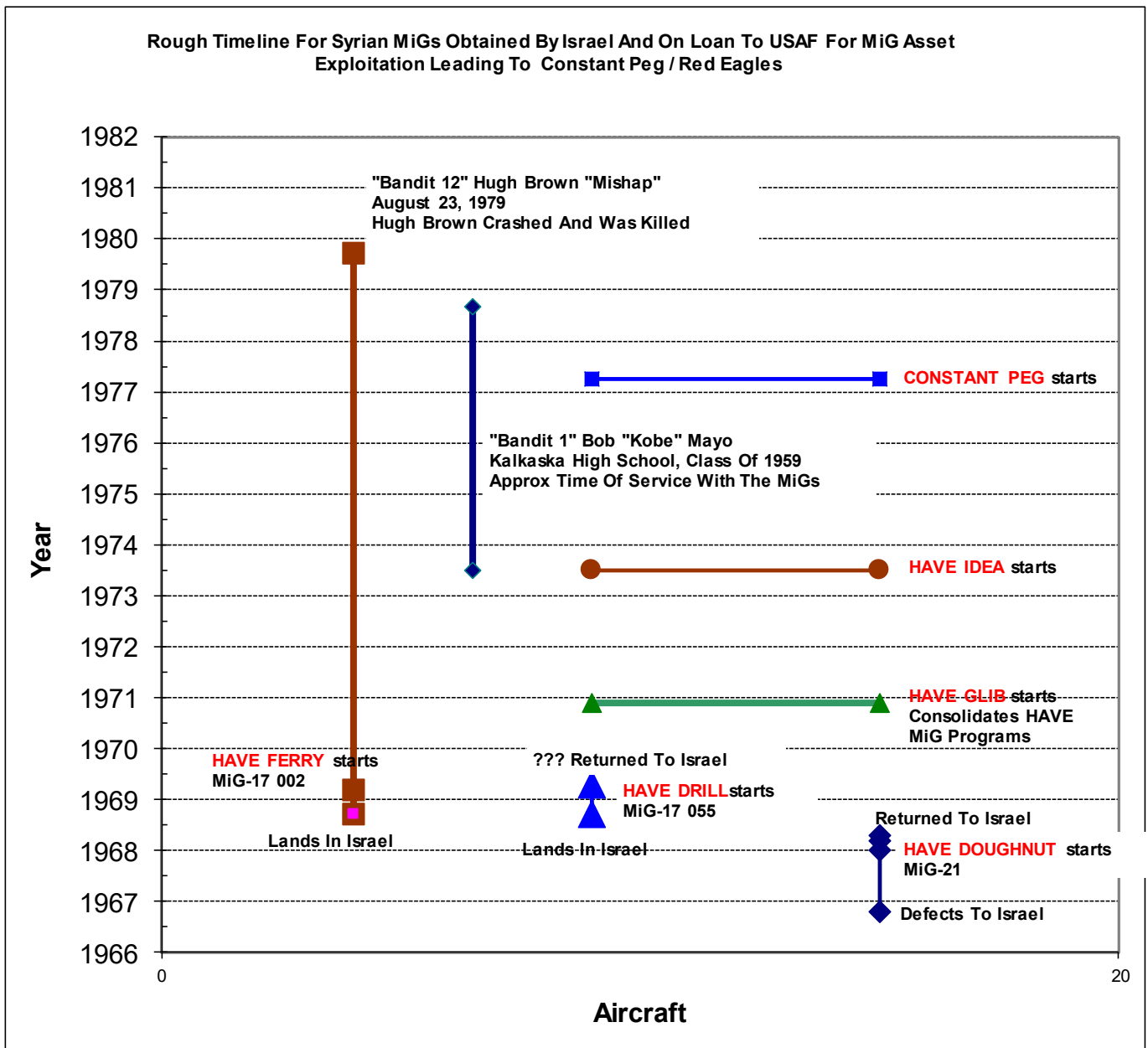
The first Syrian MiG obtained by Israel was a MiG-21 whose pilot defected to Israel in 1968. This defection is another story, another time (Maybe after I build a MiG-21 model). The MiG-17s landed in Israel in August 1968. The official story is the Syrian pilots were lost and landed by mistake at an Israeli air base. Knowing how these stories are not always the total truth, could the pilots been defecting also, could they have been low on fuel, could the Israeli Air Force had a way of tricking the Syrian pilots in believing they were landing at a Syrian air base? Interesting question in my mind! After Israeli evaluation, the Israeli's made a secret deal with the United States to transfer the MiG-21 to the USAF to perform it's own evaluation (fly) on the MiG-21 in return for allowing Israel to buy F-4 Phantoms from the United States. This transfer occurred at the same time the USAF was incurring aircraft losses to the North Vietnamese Air Force MiG-21s and MiG-17s. No Western country at this time had the opportunity to evaluate a real live MiG-21. The opportunity for the USAF to also receive two MiG-17 was life saving for American pilots over North Vietnam.

Figure 4 presents the time line for the MiGs from initial evaluation to the early days of the Red Eagles. I am sure some of the dates may not be 100% correct as I had to extract the dates from various places in the book *Red Eagles*. Figure 4 gives the initial code names assigned to MiGs: HAVE DOUGHMUT – Mig 21, HAVE FERRY – MiG-17 002, HAVE DRILL- MiG-17 005. Other MiG 17s and 21s were obtained during the late 1960s and early 1970s from other sources leading to a consolidation of these assets under HAVE GLIB. As near as I can tell, the HAVE GLIB evolved into HAVE IDEA. Do not know the details of the differences. CONSTANT PEG was the beginning of the Red Eagles. The primary mission of the Red Eagles was to expose front line pilots to the MiGs to eliminate “buck fever” (my third theme “Surprise”) if these pilots ever came face to face with “Bad Guy” MiGs, and how to defeat them in a dog fight. Better to have ‘Buck Fever” in training than when the ‘Bad Guys” are flying them! Not only were the Red Eagle pilots from the USAF, Marine and Navy pilots were also Red Eagles.

Figure 4 also defines the time line for “Kobe” Mayo’s time with the Aggressors which started around 1972 flying T-38s leading to F-5Es who were the “bad guys”. Sometime in 1973 (or so), he transferred to the MiGs, and continued until his transfer out in late 1979. On a personal note, the first aircraft I worked on was the F-5E in November 1972. I still root for the black jets in TOP GUN (the movie).

The only Syrian MiG staying with the USAF was Mig-17 002 HAVE FERRY. The other MiG-17 and MiG-21 was returned to Israel after USAF evaluation. This MiG 002 is presented in Figure 5 with the three photos showing the various markings. The first photo is after the MiG-17 landed in Israel. Note the number on the fuselage is in Arabic for Black 1033. The second photo is obviously Israeli markings with the assigned number 02. The Israeli's had painted red recognition stripe over a white base on the nose, aft fuselage, rudder, and upper and lower wing surface. You do NOT want your guys mistaken you for a ‘bad guy’! The Star of David is on the fuselage and upper and lower wing. The third photo is in USAF markings, with the ‘Star And Bar’ on the aft fuselage, for the initial USAF evaluation. The red fuselage stripe is not as wide as the Israeli red stripe and the number is now 002 in a different font. When 002 was flying with the Red Eagles, the paint was totally removed and the aircraft flew in natural aluminum.

Figure 4 MiGs



- Notes:
1. The above chart only presents the Syrian MiGs; two MiG-17s and one MiG-21. Other MiGs; MiG-17s, MiG-21s and MiG-23s were obtained from other sources during the time line above. These other MiGs ranged from abandoned hulks, to new aircraft (from China).
  2. The Red Eagles program was terminated in 1988.
  3. Another Test Unit flying MiGs exists called the 'Red Hats' but not much information is in *Red Eagles*.

**Figure 5 MiG-17F Evolution From Syria To USAF**



A Syrian Air Force MiG-17F, Black 1033, is inspected by an Israeli technician. Both aircraft were test flown by Sgan Aloof (LCOL) Dani Shapira. Later both Fresco Cs, along with an ex-Iraqi MiG-21F-13, were delivered to the United States during 1969. The USAF never officially acknowledged that they had two flyable MiG-17Fs.

**Note: Aircraft Number On Nose Is In Arabic**

**Photo And Text Shown Above Are From *MiG-17 Fresco In Action*, Page 28, Published In 1992**



**Israeli MiG-17 With A/C Number 02 With Red Recognition Stripes Added**



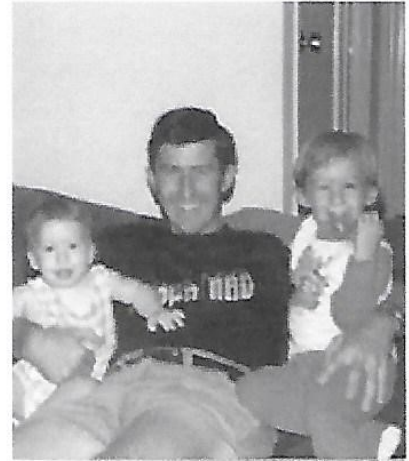
**HAVE FERRY In USAF Markings. A/C Number Now 002 And Red Stripes Are Different**

## The Hugh Brown Fatality

The first Red Eagle pilot death was Hugh “Bandit” Brown, Red Eagle Bandit 12, on August 29, 1979. He was flying MiG-17 002 and was engaged in a training flight against a Navy F-5E Adversary (a.k.a. TOP GUN). He pulled load factor (g’s) and the MiG-17 went into a spin (uncontrolled flight). He partially recovered from the spin when the MiG went into another spin. He did not have sufficient altitude to recover and did not attempt to eject. Other Red Eagle pilots felt he did not want to lose a national asset and tried to save the aircraft. He just ran out of altitude (Ref *Red Eagles*, p 97).

Hugh Brown was a Navy pilot assigned to the Red Eagles. He had 1000 hours in A-4s, completed the TOPGUN training syllabus, and flew the F-4N Phantom II in an operational tour, among his other assignments. He was married (Linda) and a father of two boys, Brady and Brian (Figure 6). As I said in the MiG-23 Red Eagle article about the Mark Postai MiG-23 crash, when you see a photo of Hugh Brown and his sons, he is no longer just a pilot but a husband and father who will never walk through their front door again. Nothing but sadness!

**Figure 6 Hugh Brown - Bandit 12**



**Figure 7 MiG-17 In Red Eagle Natural Aluminum Finish**



Note: 1 May or may Not Be MiG-17 002 of the Hugh Brown crash but is representative of that aircraft being in a polished natural aluminum finish at the time of the accident (Ref *Red Eagle*, p 241).

Gail Peck (author of the book *MiG Squadron*) was the commanding officer of the Red Eagles and he personally told Brown’s wife of the crash telling her Hugh was flying an F-5 but could tell no more. This time, the USAF had a policy of removing a commanding officer if he lost an aircraft. Gail Peck was removed from command. The irony is three months earlier, he had recommended pilots be given Navy spin flight training due to the MiG-17 spin characteristics but the higher ups did not want to spend the money and had some negative feelings about the Red Eagles in general. Peck writes “...I was dismissed with a wave of the hand...and there would be no approval of another 4477<sup>th</sup> Red Eagle ‘boondoggle’...” (Ref *MiG Squadron*, p 256). The Navy trains their pilots for spins. I had heard the USAF does not and merely tells the pilots not to spin their aircraft. I do not know for sure if this is true, both then and now. If you want to learn more about these aircraft and men, I most certainly recommend reading both of the above books I have referenced.



## ***COMING EVENTS***

GLSM meeting, **FEBRUARY 17th**, 1:00PM to 4:00PM in the Thirlby Room at the Traverse Area District Library, 610 Woodmere Ave, Traverse City, MI 49686. It will be on the **3rd Saturday** this month (same with March). The theme will be 'Nobody's Perfect'

## ***DEPARTMENT OF CORRECTIONS***

The winner of the model of the meeting for January was **Bruce Rowe's** 1/48th Monogram F9F-5 in Blue Angels livery. Apologies to Bruce for missing that in the last newsletter. I'd like to claim it's my first day on the job, but I don't believe it'll work, so chalk it up to plain ol' forgetfulness.

## ***GLSM MEMBER SURVEY***

NAME: **Mark A. Copeland**

AGE: **63**

HOMETOWN: **Union Lake, MI**

JOB: **Lic. Master Plumber, Lic. Private Pilot, Green Belt Martial Arts, edged weapons, and defense**

MAIN MODELING INTEREST: **Airplanes**

AGE STARTED MODELING: **10**

HOW MANY BUILT MODELS ARE ON YOUR SHELF? **None**

HOW MANY UNBUILT MODELS ARE IN YOUR STASH? **0**

WHAT IS THE MOST ENJOYABLE PART OF MODELING FOR YOU? **Started with Estes rockets, then slot cars, xmas gift - 1937 Cord; above my skill level 12 years old.**

WHAT IS YOUR BEST MODELING SKILL? **Lately carbon fiber hardener & resin**

WHAT SKILL WOULD YOU MOST LIKE TO IMPROVE? **Paint**

WHAT OTHER MODELER'S WORK DO YOU MOST ADMIRE AND WHY? **This club is my only contact of modelers.**

WHAT WAS THE FIRST MODEL YOU REMEMBER BUILDING? **Estes Javelin Rocket**

WHAT WAS THE BEST MODEL YOU EVER BUILT? **Lately the carbon fiber canes I make.**

WHAT IS THE MODEL YOU MOST WANT TO BUILD? **F-18 Hornet**

WHAT WAS THE MODEL YOU WISH YOU'D NEVER STARTED AND WHY? **1937 Cord- above my skill level, 12 years old.**

IN CASE OF FIRE, WHAT MODEL WOULD YOU GRAB? **F-8 Bearcat**

WHAT MODEL IS NEXT ON YOUR TO BUILD LIST? **F-18 Hornet, Blue Angels**

BONUS QUESTION –

WHY DO YOU BUILD MODELS? **To learn new skills, meet new friends.**

**PS- Thank all of you for letting me join!**

## **LOCAL & REGIONAL HOBBY SHOPS**

Trains & Things Hobbies  
210 E Front St,  
Traverse City, MI 49684  
Phone: (231) 947-1353

Gladwin Hobby Shop  
227 W. Cedar St,  
Gladwin, MI 48624  
Phone: (989) 426-7300

Kc Hobbies & Toys  
110 N State St,  
St Ignace, MI 49781  
Phone: (906) 643-9372

Soapy & Sons, LTD  
1208 S. Front St.  
Marquette, MI 49855  
Phone: (906) 228-7680

Hobby Lobby  
1425 W Main St  
Gaylord, MI 49735  
Phone: (989) 732-1502

Hobby Lobby  
1305 Spring St  
Petoskey, MI 49770  
Phone: (231) 348-0991

Rider's Hobby  
2055 28th St SE #12,  
Grand Rapids, MI 49508  
Phone: (616) 247-9933

Roger's Hobby Center  
5618 State St,  
Saginaw, MI 48603  
Phone: (989) 790-0080

Michigan Toy Soldier & Figure Company  
1400 E 11 Mile Rd,  
Royal Oak, MI 48067  
Phone: (248) 586-1022

Dean's Hobby Stop  
116 N Washington St,  
Owosso, MI 48867  
Phone: (989) 720-2137

## **REGIONAL SHOWS & CONTESTS**

**SEMMEEX 2018**  
**March 3rd, 2018, 8:30AM to 5:00PM**  
**Trinity Lutheran Church Community Center**  
**38900 Harper Avenue**  
**Clinton Township, MI, 48035**  
**Contact: Jim Ashford**  
**Email: jimandkatie08@wowway.com**

**8th Annual Buckeye Classic**  
**March 17th, 2018, 9:00AM to 4:00PM**  
**Franklin County Fairgrounds**  
**4100 Columbia Street**  
**Hilliard, OH 43026**  
**Contact: Matt Gedert**  
**Email: Mcgedert@gmail.com**

**Motor City Madness 19 Model Contest**  
**March 25th, 2018 9:00AM to 3:00PM**  
**Macomb Community College**  
**14500 E 12 Mile Rd**  
**Warren, Michigan 48088**  
**For more info call (586) 344-9496**

**Milwaukee NNL 26**  
**April 14th, 2018, 3:00PM to 9:00PM CDT**  
**The Excellence Center**  
**N4W22000 Bluemound Rd**  
**Waukesha, Wisconsin 53186**  
**Email: tnowak@wi.rr.com or**  
**scottietk1@charter.net**

**Can-Am Challenge**  
**October 6th, 2018 - 9:00am to 4:00pm**  
**Elks Club**  
**31117 Plymouth Rd**  
**Livonia, MI, 48150**  
**Contact: Ian P. Dow**  
**Email: iandow1030@gmail.com**

