



# Long Island Scale Modelers Society

## July 2024 Newsletter

### E-Board

Jim Boulukos – LISMS President

Doug Tantillo – Treasurer and Secretary

Owen Frances – 1<sup>st</sup> V-P

Vacant – 2<sup>nd</sup> V-P

Greg Hunt – Webmaster

Jim Boulukos - Newsletter Editor

Jim Boulukos – IPMS Contact Person

### From the Driver's Seat - Jim Boulukos



First off Happy Father's Day to all our club members. I certainly hope that everyone had a pleasant day of rest and spending quality time with family on Father's Day.

Our next club meeting is scheduled for Monday, June 17th, 2024, at the Levittown Public Library in meeting room A at 7:30 PM.

I hope everyone is having a pleasant summer and spending some time at the bench doing a little modeling. I know it's difficult with family graduations, Father's Day, picnics and barbecues along with just being outdoors enjoying these nice long summer days. I certainly fit in that category of not getting enough bench time which I regret but that's just the cycle of life.

We don't really have an agenda or presentation for the June meeting. Therefore, I propose that we have a build night and talk about modeling. As in the past we can't use any spray paint or air brushing/spraying painting, but if you want to hand paint or glue a few things together that's perfectly fine. We do have a few business things to discuss including the holiday party, which is officially scheduled for December 9th, 2024, at the American Legion Hall in East Meadow. They've hosted our holiday party for the last two years and this will be the 3rd consecutive year now.

The library is giving us a little bit of a challenge with some fall planned renovations that are scheduled at their rooms which do impact on us for the balance of the year. Doug will get into some of the details on the Monday night meeting. The July and August meetings will be meeting in the old location in the small room and the September we'll be back in meeting room A. There's a lot of unknowns for the meetings scheduled on October and November at this point in time.

Doug is also working with our contact at the library to have a club building sometime in early 2025 on a Saturday/Sunday. The second idea is to have a library kids build date with probably two sessions limited to 12 kids per session. The club will supply the models, our club members who volunteer will show kids between the ages of 6 to 12 the joy of building plastic models. These kits will probably be Pokémon type snap together kits. The other option is hosting a build day with a Boy Scout troop from the Huntington area.

We are scheduled to do our annual October library display and the setup and breakdown dates are also being negotiated with the library at this time because of holidays and conflicts internally at the library. This may cause us to do a setup and a breakdown during the week and not the traditional Sundays that we've done in the past. Again, things are subject to change as we move towards the end of the year.

For the month of July, I'm hoping that folks that have taken as 144th scale aircraft kits will be able to complete them and bring them in and put them on the back tables along with any other work in progress or completed models so we can have them for the monthly "Show n Tell". For the August meeting the thinking of having a swap meet and auction in which those unwanted and unloved kits would be either traded or sold to another club member.

Best Regards

Jim Boulukos

## Fighter pilot Bud Anderson, the last of the WWII triple aces, dies at 102

By EMILY LANGER THE WASHINGTON POST • May 19, 2024



Test pilot Bud Anderson at Edwards Air Force Base, Calif., with an F-104. (U.S. Air Force)

Clarence E. “Bud” Anderson Jr., a military pilot whose aerial derring-do spanned from World War II, when he personally shot down 16 German planes in dogfights over occupied Europe, to experimental flights in the era of the jet, died May 17 at his home in Auburn, Calif. He was 102.

His daughter, Kitty Burlington, confirmed his death but did not cite a cause. In military parlance, a flying ace is an aviator credited with downing five or more enemy planes. With his 16 “kills” - 16 ¼ to be precise, including one that was a group effort - Anderson earned the title three times over. He was the last surviving triple ace pilot from World War II and a symbol among military aviation buffs of the courage that propelled a generation of young American pilots into epic aerial combat thousands of miles from home.

Anderson retired from the Air Force in 1972 as a colonel and two years ago received an honorary promotion to the rank of brigadier general. Drawn to the skies since he was a boy, he enlisted in the Army Air Forces practically the moment he became eligible, at age 20, six weeks after the Japanese attack on Pearl Harbor precipitated the U.S. entry into World War II.

After training, Anderson arrived in Europe in late 1943. He was stationed in England and became one of the first pilots to fly the P-51 Mustang, a propeller fighter plane that was introduced amid intense battle with the German air force, known as the Luftwaffe, and helped change the tide of the air war in Europe.

Earlier U.S. fighter planes lacked the range to escort bombers deep into German territory and back, which left the bombers vulnerable to attack and resulted in substantial U.S. losses, said John Curatola, a military historian at the National World War II Museum in New Orleans.



Captain Clarence E. Jr. "Bud" Anderson, ace of the 357th Fighter Group, sits on the wing of his P-51 Mustang, nicknamed "Old Crow." (Roger Freeman Collection, via American Air Museum in Britain)

The introduction of the P-51 Mustang "helped turn the tables on the German Luftwaffe," Curatola said. The plane could protect the bombers on their missions from start to finish. And,

with its superior maneuverability and formidable firepower, he added, “in the hands of a skilled pilot like Anderson ... it’s an extremely deadly weapon.”

Anderson named his P-51 “Old Crow.” Raised by teetotaling parents, he professed in some company that the name referred to “the smartest bird in the sky.” Friends in other circles knew that the moniker was, in fact, a nod to his preferred brand of bourbon.

P-51 pilots flew alone. By the time Anderson was flying, their mission was twofold: to escort bombers to their targets and get them safely home, and to go after Luftwaffe planes and take them down. Dogfights, lasting only a minute or two, were spectacular bursts of marksmanship as well as airmanship, with pilots guiding their planes while simultaneously firing machine guns located in their wings. “Death comes quickly and violently in the air war,” Curatola said. “There aren’t many aces because it’s a very difficult skill to shoot down another aircraft moving at 300 to 400 miles per hour while you’re moving at 300 to 400 miles per hour.”



Air Force Chief of Staff Gen. CQ. Brown, Jr. administers the reaffirmation of the oath of office to retired Brig. Gen. Clarence E. “Bud” Anderson, during a ceremony promoting Anderson to the honorary rank of Brigadier General at the Aerospace Museum of California in McClellan, California, Dec. 2, 2022. (Nicholas Pilch/U.S. Air Force)

One of Anderson's squadron mates was Chuck Yeager, who later became a test pilot and broke the sound barrier in 1947. "On the ground, he was the nicest person you'd ever know," Yeager wrote of Anderson in a 1985 autobiography, "but in the sky, those damned Germans must've thought they were up against Frankenstein or the Wolfman; Andy would hammer them into the ground, dive with them into the damned grave, if necessary, to destroy them." During two tours in Europe, Anderson flew 116 missions totaling 480 hours in combat. In all, he was credited with 16¼ confirmed kills and two probable kills in addition to damaging two more enemy planes, according to the American Fighter Aces Association.

Clarence Emil Anderson Jr. - always known as Bud - was born on Jan. 13, 1922, in Oakland, Calif., and grew up in Newcastle, northeast of the state capital of Sacramento. His mother worked as a secretary to several California governors, and his father was a rancher. Anderson earned his pilot's license in 1941, at age 19, through the Civilian Pilot Training Program. His best friend also became a pilot and was killed in Germany in 1943 on one of his first missions.

Years later, in an interview for the film series *Memoirs of World War II*, Anderson said that one of the most painful experiences of his life was visiting the man's grieving widow when he was home on leave. Consoling one another, they agreed to stay in touch by mail. In February 1945, when Anderson was home after his second tour in Europe, they were married.

Eleanor Cosby Anderson died in 2015. Besides their daughter, of Raleigh, N.C., survivors include a son, Jim Anderson of Mesa, Ariz.; a brother; four grandchildren; and five great-grandchildren. Of the 28 pilots who deployed with Anderson at the outset of his service, half were killed or taken prisoner by the end of the war, he said. "You come home and there's an empty bunk over there at night," he said. "Each guy had to figure out how to cope with that. Some guys just could pull the shade down and ignore it. Some people would not make friends - close friends - because of it."

After World War II, Anderson became a military test pilot, serving as chief of fighter operations at what is now Wright-Patterson Air Force Base near Dayton, Ohio. He commanded a fighter squadron in Korea and a tactical fighter wing during the Vietnam War. He received, by the end of his career, two awards of the Legion of Merit, five awards of the Distinguished Flying Cross, the Bronze Star Medal and 16 awards of the Air Medal.

Following his military retirement, Anderson joined the McDonnell Douglas aircraft corporation as manager of the company's flight test facility. According to his website, he flew more than 130 types of aircraft, accumulating more than 7,500 flying hours.

With Joseph P. Hamelin, he wrote an autobiography, "To Fly and Fight: Memoirs of a Triple Ace." Although proud of his membership in the elite group of triple aces, Anderson was quick to note that World War II was not won alone by the heroes who most often receive the glory. Among those who shared the credit for his achievements, he said, were the members of his ground crew. Once, he told the publication Aviation History, he returned from a wintertime flight over Germany and made an offhand comment that perhaps Old Crow's olive-green paint should be replaced with a color that provide better camouflage in the snow. The next morning, he awoke to see the sunlight glinting off the plane's original aluminum.

The crew had "stayed up the whole night through, hand-rubbing the paint off with rags soaked in gasoline," he said. "In the process, they had rubbed most of the skin off their hands." "No one asked them to do that. No one expected it," Anderson continued. "Old Crow was as much their plane as mine. They took as much pride in the things it accomplished as I did."

Read more at: <https://www.stripes.com/veterans/obituaries/2024-05-19/triple-ace-bud-anderson-dies-13908519.html>

## **My little side bar on Bud Anderson's "Old Crow" and the Ford Mustang GT-4 race car.**

Back in 2018, Jack Rouch Racing had a one off "Old Crow" Paint Scheme (it's a vinyl wrap) that raced at the Lime Rock Racetrack in Connecticut. Tamiya released this kit in 1/24 scale and SK Decals made the livery scheme for the "Old Crow" race car along with a sister car Number 60 "Gentleman Jim" that was also WW II related. I liked the challenge of painting and decaling either one but chose the Old Crow version since many years earlier I built the "Old Crow" P-51 Mustang in 1/48 scale. I started building this model back in August of 2022 and just a few months later put the brakes to this for some unknown reasons. The scheme required seven different paint colors before laying down the first decal. I just started the kit again for a second time this month. LOL, I have some 34 more Carbon Fiber decals to add body and interior on and clear coat, along with the interior to complete.







**News Flash on the IPMS Nationals**



2024 IPMS/USA National Convention

When: 07/17/2024-07/20/2024

Where: Monona Terrace Convention Center

Registration is now open for the 2024 IPMS National Convention!

Greetings fellow IPMS/USA members. We are 1 months away from the 2024 IPMS/USA National Convention in Madison, Wisconsin. Pre-registration along with several other items are now on sale in the IPMS/USA online convention registration web site.

Details can be found on our website: [Nats2024.com](https://Nats2024.com) When visiting the website click on the Registration option on the main page and you will be taken to IPMS/USA's convention registration page.

If you have any questions about registration, please contact Nancy Kennedy-Hackney at [member.event.admin@ipmsusa.org](mailto:member.event.admin@ipmsusa.org). If you have questions about the convention, you can contact our public affairs coordinator Alan Zais at [nats.publicaffairs2024@gmail.com](mailto:nats.publicaffairs2024@gmail.com)

Best Regards,

Jeff Herne

Chair, IPMS/USA National Convention 2024

#### **From the Vexr Facebook page**

Here's the link to their You Tube site: <https://www.youtube.com/@vexrmedia/videos> for all things military. They have new shorts every day, and new videos every week.

## **June's Modeling Humor - From the Brooklyn Plastic Modelers Society**

### **LISMS Meeting Dates for 2024**

July to December TBA

### **2024 IPMS Show Dates**

**July 17-20, 2024**, IMPS/USA National Convention at Monona Terrace Community and Convention Center  
Madison, WI.

**Sept. 15, 2024**, Patcon 2024, American Heritage Museum, 568 Main Street, Hudson, MA.

**Oct 4 - 5, 2024**, ARMORCON, Wyndham Southbury, 1284 Strongtown Rd, Southbury, CT

**Oct. 20, 2024**, SyrCon 36, American Legion, 5575 Legionnaire Dr. Cicero, NY

**Oct 26, 2024**, Mid -Hudson Valley Historical Miniature Guild (HVHMG 2024), Poughkeepsie Elks Club  
Lodge, 29 Overocker Rd, Poughkeepsie, NY

**Nov. 3, 2024**, Baycon 2024, Franklin Elks Hall, 1077 Pond Street , Franklin, MA

**Nov. 9, 2024**, LIARS, Freeport Rec. Center, Freeport, NY

## **AMPS 2025 International Convention**

May 15- 17, 2025 Penn Harris Hotel, Camp Hill, PA

## **The Final Word**

We would like to encourage club members to join the national IPMS. Help support the hobby on a national level. IPMS provides the insurance that allows us to have our RepLIcon events, and membership includes a Bi-monthly IPMS Journal magazine. Join IPMS/USA just click the link: <https://ipmsusa.org/> and just click the blue tab section "Join IPMS/USA."

## **Please support our local Hobby Shops.**

Atlantis Toys & Hobbies – Deer Park (Online order store)

Bay Shore Hobbies and Toys - Bayshore

Baseline Hobbies - West Babylon

Men at Arms – Middle Island

Nassau Hobby Center – Freeport

Willis Hobbies – Mineola

Our own LISMS club member Gary Weickart

BTW – I need articles, kit reviews, pictures, model show information, and stories from the club for the monthly newsletter. It can be anything hobby related. All submissions to the Long Island Scale Modelers Society Newsletter must be received by the Monday of the week before our scheduled meeting night.

Email your articles and/or pictures to [www.jnboul19@yahoo.com](mailto:www.jnboul19@yahoo.com)

Jim Boulukos, LISMS President