



<a href="#">Quick Links</a>	<a href="#">Contacts and Policies</a>	<a href="#">Social Links</a>	<a href="#">Reviews</a>	<a href="#">Techniques, Tips, Tricks</a>	<a href="#">Features</a>	<a href="#">Zoom</a>	<a href="#">Meeting Info</a>	<a href="#">Join IPMS</a>
-----------------------------	---------------------------------------	------------------------------	-------------------------	--	--------------------------	----------------------	------------------------------	---------------------------

### In This Issue

<b>Message from the President</b>	<b>1</b>
<a href="#">The Mitsubishi Texan</a>	4
<a href="#">S.S. Botany Bay</a>	8
<a href="#">Pulp Fiction Fighters Book Review</a>	16
<a href="#">Intro to Home 3-D Printing</a>	19
<a href="#">North American F-100 A-C Super Sabre</a>	22

### **When is Enough, Enough? A Modeler's Delima**

A good friend of mine, also a modeler, is about 120 hours into his current project. He tells me that he still needs to paint and finish his build, but he is satisfied that he is past the assembly stage. He has the final paint colors almost set, so I suspect he will spend another 15-20 hours on the project before he considers it finished

and ready to show. My friend is an excellent modeler, and wins when he enters contests, even nationally. But he cannot say he arrives, and excels, at this level easily. There is no doubt that he is walking the modeling walk.

I think about my friend's historical arc with modeling. In the five or six years that I have known him I have seen his skillset zoom past mine with nary a glance sideways – it has been humbling! He has moved from modifying outdated Italeri kits to accurizing some of the most challenging kits on the market, from the likes of AFV Club and Bronco up to 3D and god-awful block-resin kits. Each build grows larger and more complex than the last, continually raising the bar. He accomplishes, with considerable effort, what many aspire to achieve in our hobby.

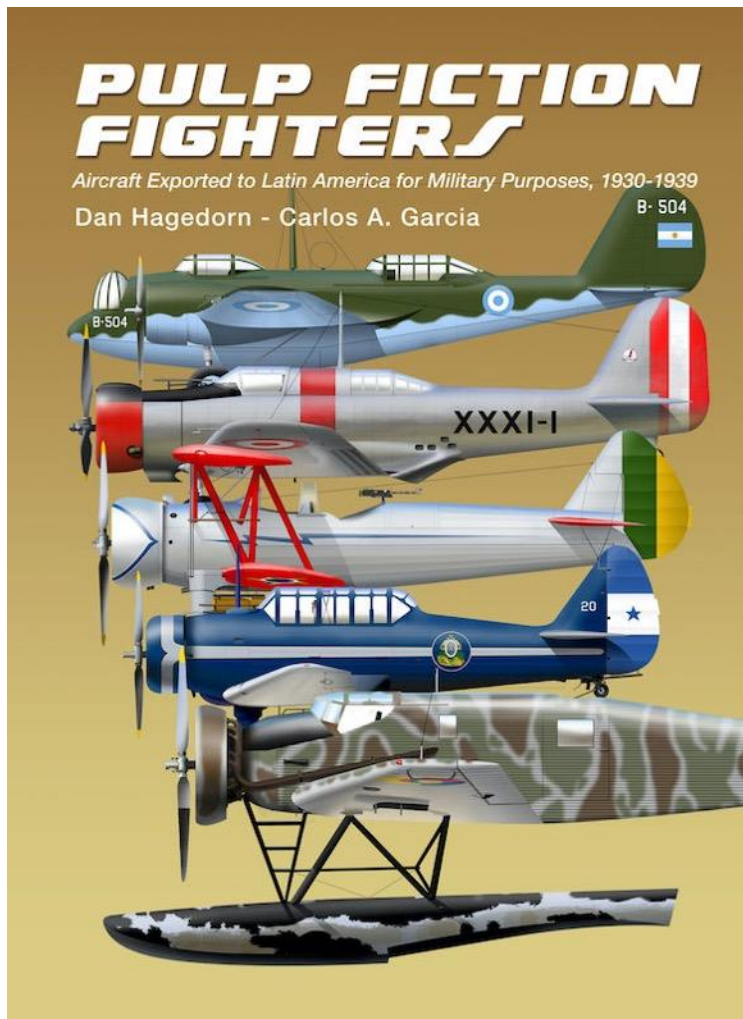
But not all of us.

Each of us approaches this hobby from our own perspective as we work toward our individual goals. One person's sense of achievement may depart radically from another's, so much so that one person's modeling niche might seem unrecognizable to someone else. But I think we all start and (hopefully!) **end** each build so that we may eventually start another project.

In my own modeling world, the driving force that propels me though a project is the anticipation of the next project. I cannot say for sure that I become bored with my current builds – I don't think that is the case. I just want (and need) to walk over that next hill, to open that new restaurant menu, so to speak. There is something there that I haven't experienced before. That next model calls to me. Modifying a model, assuming it is of decent quality, never even registers on my radar – Geez – who has that kind of time! Mama - there's this OTHER kit that is waiting for me. And not so patiently!

## **Pulp Fiction Fighters – Aircraft Exported to Latin America for Military Purposes, 1930-1939**

**by Dan Hagedorn & Carlos Garcia; Published 2024 by European Airlines**



### **Book Review by William Perry**

This title's author, Dan Hagedorn, will be remembered by local aviation enthusiasts as the distinguished former Senior Curator of the Museum of Flight. Those with an interest in Latin American aviation will recognize Dan as the expert author of numerous books on that subject. His latest work builds on that legacy with a volume focusing on Latin American military aviation in the tumultuous decade preceding World War II. The book begins with a short introduction to the tricky business of selling aircraft in Latin America, followed by a country-by-country overview of military aviation developments. Then a very long listing of the diverse aircraft covered by this work.

The rest of the book is the exciting and beautiful part – 376 color plates by talented artist Carlos Garcia. Here are a few teaser pages from the publisher's website-



**Bellanca Model 77-140 - Colombia** - First designed in 1933 and ordered in late 1935 as a component of a major expansion of the Avianca Military Colombia. These aircraft materialized as a direct result of the brother war with Peru, known as the Leticia Incident. The first Bellanca Model 77-140s, described in report documents as "Military Two-Engine Heavy Duty, High Capacity Bomber Transport", represent the very essence of this study. Heavily armed, capable of being operated on either wheels or floats, 12 foot floats, they subsequently arrived far too late - not in February 1935 (not 1931 and 1933) and the last two, after Colombia had to cancel the order (nos 1232 and 1294), not until September 1938. By July 1941, the four aircraft were split between Colombian air bases at Cali and Paloneque, two on wheels and two on floats, but the U.S. Military Intelligence Report stated that "...they may be deranged, due to the fact that Colombian pilots are afraid to fly them". At least one, on floats, is known to have been destroyed by fire in Colombia, the remains of which was still evident at Cali as late as 1946. Inevitably Colombian serials 673 to 674, some of these aircraft appeared on any Colombian Air Order of Battle after July 19, 1941. Although delivered with round port holes in the fuselage sides, the aircraft illustrated had these replaced, apparently while in Colombia, by large rectangular windows, possibly to improve ventilation in the fuselage, which was said to lack of fuel tanks operating operations.



**Bergey A.P.1 (Caproni Ca.300) - Paraguay** - Victim of a seemingly endless series of marketing calamities, the BSA-Berger Caproni A.P.1 actually acquired by the Armée de l'Air de l'Inde du Paraguay (Armée de l'Air de l'Inde du Paraguay) in the late 1930s and the first of the series during the 1930s. A contract was initially negotiated in 1936, and signed between May and September 1937, after the end of the disastrous Chaco War with Bolivia between the Franco Government and Bolivia. Some sources, however, for not fewer than 21 A.P.1 attack aircraft - probably purpose-built for future Paraguayan conditions - as well as five A.B.1s (later reported for the Navy, plus some light, some Caproni Ca.300 multi-purpose aircraft. A 1936 report was paid (and not in effect or produce, as how so frequently reported) but, when the Franco Government was confirmed, the new Franco Government attempted to cancel the contract. The aircraft, which had already been built, lay in crates at Genoa, Italy, for nearly two years and, a portion of forward shipped in Montevideo. Consignee where they languished on an additional period. These seven aircraft were the same total of A.P.1s to actually reach Paraguay, and three arrived at Asunción in August 1939. These, plus two of the GIBBs, were valued at \$611,778 and, at this point, the Government also agreed to purchase five additional A.P.1s - on floats - which were amongst those languishing at Genoa. However, the funds for these additional four were not paid, so they were never delivered. Finally after extensive courtiers, the seven aircraft were ordered and issued to the 2<sup>e</sup> Escadron de Caza, with serial codes 2.1, 2.2, 2.3, 2.7, 2.9, 2.11 and 2.12. By January 1941, the leadership of the Armée de l'Air de l'Inde du Paraguay was forced to report that he would not permit his pilots to fly the aircraft once, after assembly they were found to be in poor condition and damaged from their years in the crates in crates, that they were dangerous. There were initial bad grounded by June 1941, but the others were not accounted for. Despite this, by December 1941, all seven were still reported on the Order of Battle, although one was damaged after having been damaged in a flight in Brazil and one was in neighboring Argentina being repaired. None were actually. Inability all seven were still issued by September 1940, and three of these, somehow, reportedly played a major role in the Armed Forces Revolution loyal to President Stroessner in 1957 - with one sole survivor still listed in January 1949, probably the one that had been overhauled in Argentina.



**Bergey A.P.1 (Caproni Ca.300) - El Salvador** - At the time of their delivery on December 3, 1938, the five A.P.1s acquired by the Fuerza Armada Salvadoreña (FAS) were, at least in theory, the most potent military aircraft in Central America, not counting the USAAF aircraft stationed in the Panama Canal Zone. Contrary to frequent reports, these aircraft were not acquired in exchange for coffee but, the Panaguans, very purchased for cash - on the basis of cash. Almost immediately, as they public debut, one was totally wrecked at the hands of Cpt. Amador Chaplin (who gave up Chaplin in some reports), the Italian-American pilot, and was hastily replaced by a 30th example in late January 1939. These aircraft were issued FAS serials 22 to 25, but it is not clear if the replacement aircraft received the serial of the one that was lost, or if it gained serial 26. The aircraft were certainly the most advanced aircraft encountered in that time by FAS pilots, and as a consequence, utilization was initially halting and cautious. By September 15, 1942, all four were still on hand. By mid 1943, the aircraft had been engaged in occasional limited patrols as a component of El Salvador's contributions to the war effort, and FAS 23 had amassed a total 12 hours on a last overhaul, but a total of only 229 hours since delivery. FAS 24 had 126 hours and FAS 25, 189 hours. FAS 22 had 213 hours. The four FAS aircraft differed slightly, all four had the same standard gun armament (two forward firing 7.7mm guns, one in each wing, and a third gun for the observer, capable of being fired from the dorsal position or a ventral turret) but there had racks for ten 30 pound bombs, while the fourth - possibly the replacement aircraft - had a single universal bomb rack which could accommodate a great number of 2.5 pound and 5 pound weapons. One was unaccounted for April 27, 1941 for unspecified reasons, and three survived on the Order of Battle as late as May 5, 1948. However, when U.S. George Doolittle, the USAF Mission Chief arrived in 1947, he found the three aircraft in a run down hangar set up on blocks with pilot of another from another under the wings, and they had not been flown for several years.



**Bird Model CC - Mexico** - The single Bird Model CC that was acquired by the Fuerza Armada Mexicana around November 1939 was eventually linked to the Howard F. Klein, the last U.S. owner of the aircraft. Formerly E. 7800 and CC. 7800 (nos 4051), which had originally been built with a 185hp Challenger engine in March 1932. Klein was the General Manager of the Canadian Car and Foundry Company Ltd., Succursale Mexico which, in 1939, had been acquired by the FAM in Mexico built not fewer than 40 Cessna 175 and 10 Cessna 175 "Magpie" Light planes. The Bird CC was now found in the evolution of the "Magpie Light" and another aircraft, the indigenous "Bergin de la Montaña", both of which it resembled remarkably. There is evidence that the FAM also acquired another Bird, a Model CC (formerly U.S. identified Aircraft 1937, nos 4051) sometime in 1938, overgrown in some other than the Mexican Military Aircraft in Washington, D.C. It is likely that the aircraft remains unaccounted beyond that point, although an Export License was granted. The Model CC is known to have finally been lost down around May 6, 1940 by Capt. F. Mendez, and assigned to the 1<sup>er</sup> Regimiento Aéreo for ground personnel of the unit to leave to fly. It is not known to have been assigned a serial or code and remains unaccounted after July 6, 1941. Aside from slight differences in the engine and associated equipment, the Bird CC and CC were virtually indistinguishable.

You'll notice that the author's captions are quite long - Dan uses them to summarize each aircraft's acquisition and history in the service of the country illustrated. These short histories sometimes describe shady business dealings, with an



**Crawford C.M. - Mexico** - This very strange aircraft presents something of a mystery, and thus must be viewed as a specimen in our history. Initially registered in the manufacturer in Los Angeles in the Experimental category as C.12207 (nos 41) in August 1935, the November press reports stated that the aircraft was being specifically built for Calisto Calisto Leon and Dr. Alberto Calisto de la Mora for use in an unspecified endurance flight that they were to attempt. Photo evidence shows these two officers with the aircraft and officers of the manufacturer, and with the US Experimental License awarded of the aircraft, but then the bird goes silent. The Experimental License was cancelled May 15, 1935 upon expiration, and the fate of the aircraft remains unknown, although the bird was in Mexico on going of the time would certainly have been a destination, a telephone in Los Angeles in March 1935 might information on the ownership of the aircraft, alleged to have been found dismantled in a warehouse in Los Angeles, but this has escaped replication.



**Curtiss Cyclone F-3 Falcon - Bolivia** - Referring to in many Curtiss documents as type "Curtiss Bolson 'Tailor' Observation", Bolivia continued her close relationship with Curtiss by ordering a total of 12 aircraft in two increments, which were urgently needed for service in the Chaco War. The first aircraft to reach Bolivia, however, was a demonstrator that had arrived at Buenos Aires in December 1934, was demonstrated in the Argentine military, then flown to Santiago, Chile in March 1935 for similar demonstration in the Chilean Army. It was more on in Peru, and got as far as Lima when it was apparently sold to Bolivia on the spot. This may have been nos F2011730. The Bolivian production aircraft were in a later contract of nine that equipped aircraft and three land planes. However, there is no evidence that any of the Bolivian aircraft were in just one operation on floats. These were nos 3551311815 to 3551311823, and land planes 12011842 and 12011843 (in addition to the former demonstrator serial). Its last four of these arrived in September 1934, and were immediately assembled and loaded to the front where they participated in the defense of Villamontes. Some had fire detection spots on the main gun while others did not and some had three blade prop and others two blade sets. The Bolivian aircraft did not have wing guns, like the Colombian versions. Excess Bolivian serials appear to have been 207 to 209, although at least one other (likely) was apparently not painted on immediately. It appears likely that Bolivia declined part of their order (probably nos 3551311815 onwards) and that those were diverted to Peru instead, as the aircraft ended the Chaco War. Attention was high end, by August 1934, only two survived, and one of these damaged as late as January 1938.



**Curtiss Cyclone F-3 Falcon - Colombia** - Colombia became the operator of the largest number of foreign Cyclone-powered Falcons, totaling 21 aircraft, following acquisition of a single 12-12 two-seat Falcon in late 1934 for money worth from those aircraft, which proved mostly ideal for the Leticia theater of operations in the border conflict with Peru. Deliveries commenced in March 1935 and continued into July 1935. Of these, 18 were configured as land planes with main gear equipped with two floats. One color subject, 111a, is the second aircraft in this list, and thus the "V" angle. Manufacturer's serials were: 3511779 to 3511778, 1984/1780 to 1984/1785, 1984/1786 to 1984/1787 and 1984/1788 to 1984/1789. Colombian serials were 111 to 112, at least 131, although of these, due to confusion, several were issued, including 111 and 112a. By May 1935, the FAM had approached the Driggs Industries Engineering Co. regarding the possibility of installing 175mm cannon in the upper wings of a number of her Falcons, which would have protruded some 18 inches below the upper wing with a 30 round magazine. The 30 caliber guns currently in the lower wings would have to be removed, although the single synchronized gun would remain. They also contemplated a single flexible 30mm cannon the rear gunners. Perhaps needless to say, Curtiss was very much opposed to such an installation, claiming the structure simply wasn't up to such a modification. Colombian Falcons continued in service as late as September 1940.



**Curtiss Cyclone F-3 Falcon - Peru** - While Curtiss was supplying mostly identical aircraft to Colombia during the Leticia campaign, at least nine Cyclone-powered aircraft were also sold to Peru on a contract dated May 12, 1934. Sometimes cited in Curtiss documents as type "F-3B" (B2) but few of these aircraft served with 3<sup>er</sup> Escuadrilla Aerea de Leticia late in the conflict. CMG, while nearly all other Cyclone Falcons exported to Latin America have been identified in Curtiss records, these have eluded detection, and there is a possibility that they were aircraft intended for Bolivia that were either misdelivered or perhaps even second-hand from Bolivian controls. The majority of the Peruvian Cyclone Falcons operated on floats - at least seven of them. The Cyclone Falcons served with a number of Peruvian units between delivery and April 1938, when one was still on strength. One observation shows an example late in service with the XXXII Escuadrilla de Informacion Militar, a naval corporation unit.

occasional head-scratching mystery. As an example, here's the caption for the pretty dark blue Honduran trainer on the front cover-

"North American NA-16-2H (NA-20) - Honduras - Although Honduras acquired a pair of NA-16-2As (NA-42s, msn 42-691 and 692) in early March 1938, these were followed by a beefed-up, well-traveled demonstrator, the solitary NA-20 (an NA-16-2H) on November 18, 1938 (msn NA-16-2). Oddly, even though it arrived after the two NA-42s, which became Honduran serial 21 and 22, the NA-20 got serial 20. This aircraft mounted two synchronized .30 caliber guns over the nose, and had three A-3 bombe racks under the center line. Unlike the NA-42s, however, for some reason the NA-20 was not equipped with a rear, flexible gun mount. Both of the NA-42s had both radio transmitters (Avt. 12-b's) as well as RCA Avt.7-B receivers, while the NA-20 had only an RCA Avt.7-B receiver. All three mounted 520hp Pratt & Whitney Wasp engines, making them amongst the most powerful of all NA-16 variants. By July 29, 1940, the service had checked out not less than nine pilots on the aircraft, and FAH-20 had amassed 52:05 total time that year, while FAH-21 had 46:20 and FAH-22 30:40. The NA-20 and the two NA-42s were the pride of the service, and amongst the most potent aircraft in Central America outside of the Panama Canal Zone. All three, incredibly, survived in line service at least as late as June 30, 1957, and FAH-20 survived to this day on display in front of the FAH Headquarters at Toncontin Field, Tegucigalpa - the oldest surviving North American aircraft."

Those detailed captions represent an immense amount of aviation research, and we're lucky that Dan has shared them with us in this concise format. Pairing that information with colorful profiles is icing on the cake. The format allows for end-to-end reading, or a random "open & enjoy" approach.

This book contains many subjects to attract a modeler's eye, though good luck finding kits for many of the planes depicted! Another frustration might be the lack of colors and markings on top of the plane – only a port-side profile here. Luckily, many of these subjects have been covered in greater detail - Helion's Latin America @ War series springs to mind – as well as websites from Latin American enthusiasts.

Physically, the book is nice – a hardcover printed on good quality paper with good color printing of the plates. It's priced at \$50 and is available from the publisher - <https://www.europeanairlines.no>

Or the US distributor - <https://www.autobooks-aerobooks.com> (cheaper shipping). If this aviation genre is remotely interesting to you, then *Pulp Fiction Fighters* is highly recommended!

*Back to [Top](#)*