



# MODELL PANORAMA

Das Modellbaumagazin 2021/4



75 years  
Blue Angels

# Blue Angels



**Models and pictures:** Gary Siddall, Gary Wenko, George Green, Henk Hirs, Orjan Utne, Phil Adams, Rainer Selisko, Rainer Tunkowitsch, Wolfgang Meindl  
**Text:** Rainer Selisko

**McDonnell Douglas (Boeing)**  
**F/A-18A Hornet – Egg Planes, Hasegawa /**  
**by Rainer Tunkowitsch, IPMS Austria**  
Built in 2008 from kit no. TH-4, airbrushed with Gunze H328 „FS15050“ and Gunze H329 „FS13538“. Short run decals from Lindley Ruddick, final coat with Erdal Glänzer (≈ Johnson's Kleer).

The Aerobatic display team of the U.S. NAVY, founded in 1946, is celebrating its 75th anniversary – reason enough to congratulate from the scale modelling side. To show you as many models of Blue Angels aircraft as possible, nine modellers took photographs of their works of the last three decades.

One year after the end of World War Two the leadership of the U.S. Navy was looking for a way to enhance the visibility to the public (and to increase their share of the military budget) and to get new recruits. By the end of 1946, the Chief of Naval Air Training at NAS Pensacola was ordered to build up an official demo team. Everything went quickly, LCDR “Butch” Voris was selected as team leader and

commissioned to select adequate aircraft and pilots. The first public appearance of the still nameless team took place on July 15. Shortly afterwards, team members discovered an advertisement for a night club in New York called “The Blue Angel”. After approval from top ranks the legendary name “Blue Angels” was established. Colloquially, the appellation “The Blues” is used frequently.

During the first 23 years, the demo

team flew aircraft manufactured by Grumman, but since 1969 they have flown aircraft made by McDonnell Douglas (now Boeing, since their take over in 1997). In a supporting role, different two-seater trainers were available for the advance team and press rides. Technicians and their required material were shipped to the places of action by multi-engine freighters, nowadays provided by the U.S. Marines. Occasionally, support

aircraft are part of the display routine, e.g. the SNJ-6 Texan, that simulated a Japanese enemy aircraft in an air combat sequence during the early years, or the Hercules freighter, which impressed with rocket-assisted short distance take off demonstrations.

Initially, all personnel with exception of the nucleus, i.e. display pilots, the announcer and the press officer, were "only" assigned to the Blue Angels. Since restructuring into a full squadron in 1974, together with the introduction of the Skyhawk, all technicians and other staff members are an integrated part of the Blue Angels squadron.

Since the beginning, the display aircraft were painted in blue with (golden) yellow trim and markings. Over the years, both colour hues have changed several times and are subject of intense discussions between modellers. Initially, the paints have been mixed by the units and/or the manufacturers, later the colors have been



chosen from the paint producers product ranges. Often, the hues changed with the introduction of new aircraft types or the change of paint suppliers. There is no official documentation or regulations. Sporadic written specifications have been found, but their implementation in practice could be put into question. In no case, Federal Standard colors were used, even if model paint suppliers are offering FS15050 or FS15052 as „Blue Angels Blue“ and FS13535 or FS13655 as „Blue Angels Yellow“. Furthermore, it is likely that the decal print process causes colour deviations which must be taken into account. Consequently, the yellow paint used must sometimes be matched to the decal colour. So, as a modeller you have a certain degree of freedom in choosing colour tones and hues and thus the models represented here show different hues of blue and yellow, depending on the paint used and, of course, on different light and photography setups. >>



## Aerobatic Display Teams S.I.G.der IPMS (UK)

The Aerobatic Display Teams SIG was formed in 1993 and has members all over the world, who share a common interest in aerial demonstration teams.

As a group, we are interested in all aspects of the worlds aerobatic display teams, past and present, military and civilian. Obviously, making models of team aircraft plays a large part in our activities, but so does research and photography, collecting team memorabilia and data, supporting teams and watching them perform at airshows, etc. All tastes are welcomed, from pre-war biplane teams, civilian teams, „heavy metal“ jet teams and well, everything in between !

We have a website at <http://www.aerobatic-teams.org.uk> which showcases our models and displays, as well as containing full information about us, and how to join our "formation".

**Smoke On ... GO !**

**Literature:** A Pictorial History of the Blue Angels, Jim McGuire & Don Greer, Squadron/Signal Publications, 1981; Blue Angels U.S. Navy's Ambassadors in Blue, Bert Kinzey, Detail & Scale / Revell-Monogram, 2004; Blue Angels 50 Years of Precision Flight, Nicholas A. Veronico & Marga Fritze, Motorbooks International, 1996

**Colours:** <https://tailspintopics.blogspot.com/search?q=blue+angels>, ADT SIG Newsletter no. 33 by Gary Siddall at <http://www.aerobatic-teams.org.uk/>

**Web:** [www.blueangels.navy.mil](http://www.blueangels.navy.mil), [www.navair.navy.mil](http://www.navair.navy.mil), [en.wikipedia.org](http://en.wikipedia.org)



**Grumman F6F-5 Hellcat, Airfix 1/24 / by Henk Hirs, IPMS Netherlands & IPMS(UK) ADTSIG**

Highly detailed, big kit. Airbrushed with Humbrol "Gold", application of homemade paint masks and airbrushed with Humbrol "Extra Dark Sea Blue". Stencils from kit decals.



## 1946

The first aircraft used by the Blue Angels was the Grumman F6F-5 Hellcat, a plane very successful during the war. Armament was removed, the plane painted in a dark blue colour and the markings were applied in gold (probably using real gold leaf). The formation consisted of only three airplanes and after only 10 shows the team changed over to the F8F-1 Bearcat and increased to four aircraft. At the end of the shows the team simulated an aerial battle using a yellow SNJ-6 Texan to represent a Japanese Zero – hence the blue "0" (for "Zero") at the vertical tail. The initial marking with a red circle (Hinomaru) was later replaced by „US NAVY“ in blue lettering. A Beechcraft SNB Kansan (Beech 18) in a plain metal standard paint scheme was used as liaison aircraft.



**Grumman F6F-5 Hellcat, Airfix 1/72 / by George Green, IPMS(UK) ADTSIG**

Very old kit from 1967, the decals are by Superscale. The paint used was probably Humbrol Hu15.



**North American SNJ-6, Heller 1/72 / by Gary Wenko, IPMS(UK) ADTSIG**

The kit is the early Heller offering, made straight from the box. It's painted with Floquil "Railbox Yellow", which is like "Insignia Yellow". The decals are from the spares box.



**North American SNJ-6, Heller 1/72 / by Henk Hirs, IPMS Netherlands & IPMS(UK) ADTSIG**

The old but detailed Heller kit was used and the propeller, the spinner cap and the canopy of the Golden Wings (ex Hawk, very basic) kit added. Paint is "Chrome Yellow" from Humbrol. Decals from the Golden Wings kit had to be sealed with liquid decal film before application.





**Grumman F8F-1 Bearcat, Hobbycraft 1/48 / by Henk Hirs, IPMS Netherlands & IPMS(UK) ADTSIG**  
A bit basic kit, built straight from the box. Painted with a mix of Humbrol „Gloss Sea Blue“ and „Black“. Decals from the kit without problems.



**Grumman F8F-1 Bearcat, Frog 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

The Frog kit was used because it is an F8F-1 - the more common Monogram kit is an F8F-2, which has a taller fin. 1949 colour scheme. Built around 30 years ago, paint is automotive rattle can cellulose paint "Ford Fjord Blue", Decals by Microscale (Superscale).

## 1946

While producing the same power output as the F6F-5 Hellcat, the F8F-1 Bearcat was significantly smaller, lighter, more agile, and, hence, very well suited as a display aircraft. Just like all aircraft types used later on, the armament was removed from the F8F-1. The first planes had no rollover bar in the cockpit, and for the first time a new, lighter blue and a darker yellow were used.

For the aerial battle scene, another Bearcat, featuring an inverse paint scheme (yellow with blue lettering) and the title "Beetle Bomb" on the cowling, replaced the Texan in 1949. >>



**Grumman F8F-1 Bearcat "Beetle Bomb", Frog 1/72 / by George Green, IPMS(UK) ADTSIG**  
Simple old kit, paint with Tamiya X-8 „Lemon Yellow“. Decals by Superscale..



**Grumman F9F-2 Panther, Hasegawa 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

Built around 30 years ago, straight from the box. Paint is automotive rattle can cellulose paint "Datsun Blue AD01". Decals as supplied in the kit, except the Blue Angels badge is from the Matchbox Panther kit decals.

## 1949

High time to change to a modern jet plane! While the displays were still flown with the Bearcats, between the shows the team trained its skills on the TO-2 (T-33) and then on the F9F-2 Panther. Starting August 1949, the Panthers were used in the display routine, initially without wing tip tanks. „Beetle Bomb“ remained for a short time as means of transport for the PR officer. Ground crew and material were transported with a Douglas R4D-5 Skytrain (C-47) supplied by NAS Corpus Christi.

In autumn 1950, the Blue Angels were dissolved and the airplanes returned for recovery of combat readiness. In November, the unit was relocated to a tour of duty in Korea aboard USS Princeton, the Blue Angels pilots forming the nucleus of VF-191 "Satan's Kittens".

## 1952

After the tour of duty in Korea, by mid 1951 the unit prepared the resurrection of the Blue Angels. The 1952 season was flown on the enhanced F9F-5 Panther. The aircraft paint scheme was almost identical to the one of the F9F-2.

In order to demonstrate the latest, most sophisticated equipment, the team received two Chance-Vought F7U-1 Cutlass aircraft, which they used to perform solo routines. Unfortunately, these machines turned out to be a technical nightmare and were put on hold at midyear, after only a few shows. In the support role, a Lockheed TO-2 Sea Star (T-33) came into operation. It showed several different paint schemes over the following years. Personnel and equipment were transported with a Douglas R4D-7 (CT-47) Skytrain, a Curtiss R5C-1 (C-46) Commando, and a Douglas R4D-8 (C-117) Super Skytrain.



**Grumman F9F-5 Panther, Matchbox 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

Built around 30 years ago, straight from the box except for omitting the small wing fences. Paint is automotive rattle can cellulose paint "Datsun Blue AD01". Decals as supplied in the kit.

**Chance-Vought F7U-1 Cutlass, Aurora & Rareplanes, 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

Cross-kitted using the fuselage and tailfins from the old 1960 Aurora injection-moulded kit, with wings from the not-quite-so-old Rareplanes Vac-form F7U-3 kit. Heavily converted: white metal seat, vac-formed canopy, with cockpit, undercarriage and various other bits scratch-built. Automotive rattle can paint (colour unknown), decals from the spares box and home-made. Built in 1998.







**Lockheed TV-2 Sea Star (T-33), Heller 1/72 / by George Green, IPMS(UK) ADTSIG**

The blue paint is Halfords automotive paint "Rover Teal Blue", the yellow paint is Tamiya X-8 "Lemon Yellow". The decals are by Superscale

## 1955

The Grumman F9F-8 Cougar was the first plane with swept wings to fly in the display diamond. During the season a sixth plane was added as "opposing solo". This formation remained unchanged until now – the Blue Angels are still using 4 + 2 aircraft in the display formation.

In mid 1955 the team moved from Corpus Christi to NAS Pensacola, Florida, where they are stationed until now. For transports, a R5D-4 (C-54) Skymaster was used.



**Grumman F9F-8 Cougar, Hasegawa 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

Built around 30 years ago, straight from the box. Paint is automotive rattle can cellulose paint "Datsun Blue AD01". Decals as supplied in the kit, except the Blue Angels badge is from the Matchbox Panther kit decals.



**Grumman F11F-1 Tiger (short nose), Hasegawa conversion 1/72 / by George Green, IPMS(UK) ADTSIG**

This model is based upon the Hasegawa kit. Leading edge wing root extensions removed and nose replaced with resin short nose and metal probe from Esoteric conversion kit. The paints used were Halfords automotive paint "Rover Teal Blue", Tamiya X-8 "Lemon Yellow" and Tamiya XF-16 "Flat Aluminium", the final finish was Johnson's Kleer. The decals are from the original Hasegawa kit.

**Grumman F9F-8T Cougar "Twogar", Hasegawa conversion 1/72 / by George Green, IPMS(UK) ADTSIG**

The fuselage is solid resin with a vacu-form canopy (probably Esoteric Models). The Hasegawa kit supplied the wings, tailplanes and undercarriage. Spray painted with Halfords automotive paint "Rover Teal Blue", and Humbrol "Yellow". Decals from the Hasegawa kit.



## 1957

During the first half of the year, displays were flown with the Cougar, while from April on weekdays training was done with the new Grumman F11F-1 Tiger. In July, the first official display took place with the Tiger – the Blue Angels first supersonic aircraft. Shortly afterwards the Cougar's had their last public appearance. The afterburner in the new sleek plane allowed a changed and more impressive show.

During 1957 and 1958 early variants of the "Short Nose" Tiger were used. A new color scheme featured yellow tips on wings and tailplanes, a yellow arrow under the nose, yellow stripes along the cockpit and the name "Blue Angels" in script font. For the second season another type of lettering was used.

A double seated F9F-8T, called "the Barrel" joined the team and replaced the Sea Star. Initially the "0" was kept on the fin, but was replaced by "7" with the second aircraft. >>



**Grumman F11F-1 (F-11A) Tiger (long nose), Hasegawa 1/72 / by Gary Siddall, IPMS(UK) ADTSIG**

Built straight from the box around 30 years ago. Paint is automotive rattle can cellulose paint "Ford Marine Blue". Decals as supplied in the kit.

## 1959

In 1959, the "Blues" got new Tigers with longer noses. The 1957 color scheme was adopted and since then used on all subsequent display aircraft. The Lockheed C-121J Super Constellation replaced the Skymaster as means of transport in 1968.



**Lockheed C-121J Super Constellation, Heller 1/72 / by Phil Adams, IPMS(UK) ADTSIG**

Conversion from Heller EC-121, built approximately 20 years ago. Airbrushed with Testors enamel "Blue Angels Blue". The decals are a mix from Golden Wings and Superscale.



**Lockheed C-121J Super Constellation, Heller 1/72 / by George Green, IPMS(UK) ADTSIG**

The kit's undercarriage was replaced with white metal aftermarket parts (marker unknown). The paints used were Halfords automotive spray paint "Rover Teal Blue", and Tamiya XF-3 "Yellow" with additional gloss finish of Johnson's Kleer. The decals are by a company called Golden Wings.

## 1969

After more than 10 years on show, the Tiger was retired and replaced by substantially bigger and heavier, but more powerful equipment: the McDonnell Douglas F-4J Phantom II. However this upgrade meant massive changes for the pilots and the display routine. By the end of 1970, the Blue Angels got their first Lockheed KC-130, which facilitated transport logistics on one hand and could otherwise be used as aerial tanker on long-distance flights. The Hercules was painted white all over with blue markings.

**McDonnell Douglas F-4J Phantom II, Hasegawa 1/72 / by Wolfgang Meindl, IPMS Austria**

Cockpit updated with Eduard's Interior Set. Base coat (including gear wells) with Tamiya Surface Primer "White". Airbrushed with Gunze "Blue Angels Blue" and "Blue Angels Yellow". The decals came from CAMpro.







**McDonnell Douglas A-4F Skyhawk, Esca 1/72 / by Rainer Selisko, IPMS Austria & IPMS(UK) ADTSIG**  
Built about 30 years ago and airbrushed with Gunze "Blue Angels Blue". The yellow surfaces were touched up with Xtracolor X108 „FS13655 Blue Angels Yellow" at a later date. Decals by Superscale.



**McDonnell Douglas TA-4J Skyhawk, Hasegawa 1/72 / by Rainer Selisko, IPMS Austria & IPMS(UK) ADTSIG**  
Built and airbrushed at the same time as the A-4F. Touch up of the yellow areas with Xtracolor X108 as above. Decals from Superscale.



**McDonnell Douglas TA-4J Skyhawk „Casper", Hasegawa 1/72 / by George Green, IPMS(UK) ADTSIG**  
This colour blip was painted in Tamiya X-2 "White". The decals came from spares, except the "Blue Angels" script logos in blue, which were produced especially for this model by Gary Siddall.



**Lockheed KC-130 Hercules, Italeri 1/72 / by Phil Adams, IPMS(UK) ADTSIG**  
„Fat Albert" was built over 20 years ago straight from the box with addition of some antennae. Colour finish with Testors enamel "Blue Angels Blue" and others. Decals from the kit.

## 1974

After a catastrophic year 1973 at the cost of three lives and five Phantoms as well as the petrol crisis, the further existence of the team was at stake. The change to the McDonnell Douglas A-4F Skyhawks permitted the use of a more economical equipment and the Blue Angels where reorganised to full squadron status. The small and agile aircraft allowed a compact display with the team always remaining within the sight of the crowd.

The TA-4J was introduced as the double seater and the Hercules got the new white/blue/yellow paint scheme. Nicknamed "Fat Albert" she became increasingly a part of the show and impressed with rocket-assisted short take offs. >>

McDonnell Douglas (Boeing) F/A-18A Hornet, Academy 1/72 /

by Wolfgang Meindl, IPMS Austria

For variety a flying model. Pilot put in and painted with Gunze H328

"Blue Angels Blue" and H329 "Blue Angels Yellow" The decals came from Jasmine Models.



## 1986

The Blue Angels received a modern combat aircraft again. Within the US NAVY, the F/A-18A Hornet replaced the F-4 as a fighter and the A-4 as a ground attack aircraft. The huge difference in power and speed compared to the Skyhawk required a massive change of the display maneuvers and their sequence. The first Hornets of the Blues still wore the label „McDonnell Douglas“ and did neither feature the deflectors on the LERX nor the reinforcement on the fin base.

A two seater F/A-18B complemented the team as no. 7 and the Hercules, operated by the US Marines, remained an important part of the unit.



McDonnell Douglas (Boeing) F/A-18B Hornet, Italeri 1/72 / by Rainer Selisko, IPMS Austria & IPMS(UK) ADTSIG

Early version from 1987 without strakes on the LERX. Wing leading edges and flaps lowered. Built over 25 years ago and refurbished recently. Gunze H328 "Blue Angels Blue" and repainted latterly with Tamiya X-8 "Lemon Yellow". Decals from Superscale and the spares box.

## 2010

F/A-18C and D versions replaced the earlier A and B versions, which went largely unnoticed and unmentioned, the external differences being hardly noticeable. Over the years, the classic Hornets overaged appreciably and occasionally, it became impossible for the team to provide six fully operable aircraft for a display.



Boeing F/A-18F Super Hornet, Revell 1/48 / by Ørjan Utne, IPMS(UK) ADTSIG

This was built in 2003 as a view into future. Airbrushed with Xtracolor enamels. Decals from CAM and Microscale. Except for the black walkway next to the cockpit, the paint scheme corresponds almost exactly to the real thing of today.

## 2020

Prearrangements were already under way since 2017, but after the end of the display season The Blues finally received their first Super Hornets F/A-18E for use in their winter training. Until end of 2021, the Blue Angels shall have a complete squadron of 18 aircraft including several F/A-18F two seaters. In April 2021, the team flew their first official display with the "Super Bugs".

Since August 2020, the squadron has a new Hercules at disposal. The old KC-130T's became repeatedly unservicable and were finally decommissioned in Mai 2019. The "new" C-130J, purchased from the Royal Air Force, was refurbished and got a modified paint scheme.

## 2021

In 2021, the Blue Angels – beeing the world's oldest active aerobatic display team – celebrate their 75th year of existence.

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# IPMS Austria

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# MODELL PANORAMA

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	<b>2019/2</b> Alice im Wunderland TIE Bomber Mussolinis letzte Adler Skyraider down! Pz.Kpfw. VII „Löwe“ HMS Magnificent		<b>2019/3</b> Sir Winston Churchill Ferrari 156 Berlin 1939 Saab Viggen Skyraider down! GoMo 2019 Spotlight		<b>2019/4</b> Hawker Siddeley Harrier GR.3 Pz.Kpfw. 38(t) Ausf. G Scammell R 100 Berlin 1939 Teil 2 IPMS Austria in Moskau IPMS Austria in Amnéville Spotlight		<b>2020/1</b> Der brave Soldat Schwejk Alouette III Sturmpanzer I „Bison I“ Snow Cruiser, Teil 1 Boeing 707-320 Austrian Airlines 50 Jahre IPMS AUSTRIA Hataka Hobby Farben		<b>2020/2</b> Snow Cruiser, Teil 2 Hoplit auf Streitwagen Pilatus Turbo Porter PC-6 E-75 Jagdpanzer Kanone 128/L55 50 Jahre IPMS AUSTRIA Modellbauers „Licht-Falle“ Spotlight
	<b>2020/3</b> k.k. Landeschütze La Spingarda SU-122 MiG-23MF Bell-Boeing MV-22B Osprey 50 Jahre IPMS AUSTRIA Spotlight		<b>2020/4</b> He Corona! Mustangs, Teil 1 Douglas A-4 Skyhawk Sud Aviation Caravelle VI-R FV 214 Conqueror MK II 50 Jahre IPMS AUSTRIA Spotlight		<b>2021/1</b> MiG-29A ASU-85 Mustangs, Teil 2 Griechisch-Unorthodox Imperial Russian Gunboat Korietz Interview: Einer von uns Spotlight		<b>2021/2</b> Mustangs, Teil 3 Corvette C6 Jagdpanther Heimarbeit im Kleinen Ringlokschuppen HMS Atherstone Interview: Einer von uns		<b>2021/3</b> Lufthansa „Super Connie“ Messerschmitt Me 163 B Ford Mustang GT 4 Landsknechte USS Alligator Wenn die Rostlauben blühen! Spotlight

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