

# AERO ★ BRIEF

2017

Newsletter of the American Society of Aviation Artists

Vol. 2, No. 3



## A E R O S P A C E   A R T

DEDICATED TO THE PURSUIT OF EXCELLENCE AND PUBLIC APPRECIATION OF AEROSPACE ART

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## IRC 501(c)(6)

Aero Brief © ASAA  
The Newsletter of the  
American Society of Aviation Artists  
(an E-Publication)

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ASAA, a nonprofit organization founded in 1986,  
provides a formal communications link among  
aviation artists.

ASAA supports and fosters interest and activity in  
aviation and aerospace art and education.

Membership Dues are collected on or before  
June 1 of each year.

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[www.asaa-avart.org](http://www.asaa-avart.org)

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American Society of  
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2006 Recipient of the  
Milton Caniff  
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## ASAA SUSTAINING SPONSORS



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LOCKHEED MARTIN





**On the cover: *Assessment***  
12" x 16" Acrylic by Steve Roberson © 2017

This painting depicts a Coast Guard H-60 Jayhawk approaching a fishing vessel in distress to assess the rescue operation.

## WSU ARCHIVES

### History of the ASAA

**Wright State University** maintains the archival history of the ASAA. This active collection is stored in the Special Collections & Archives section of the WSU Libraries. The collection is comprised of three series: *Artists, Organizational Materials and Art Prints.*

[http://www.libraries.wright.edu/special/collection\\_guides/guide\\_files/ms279.pdf](http://www.libraries.wright.edu/special/collection_guides/guide_files/ms279.pdf)

If you have a print(s) of your artwork, you are encouraged to submit one each to the archives:

Gino Pasi  
Archivist/Collection/Manager  
Wright State University Libraries  
Special Collections & Archives Dept.  
3640 Colonel Glenn Hwy  
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Paul Rendel painting the upside down MMU equipped astronaut at the Virginia Air & Space Center.  
(ASAA Forum 2017)





## 31<sup>st</sup> ASAA Annual International Aerospace Exhibition

### 2017 James V. Roy Jr. Award



*Kenmore Sunset* by Steve Cox, 18" x 36" Acrylic

### 2017 Award of Distinction



*Thunderbird Maintenance* by Doug Castleman, 12" x 24" Oil



The **League of WW I Aviation Historians** plan to erect a **memorial** to our WW 1 pilots at the USAF Museum in Dayton, OH. Your support is welcome.  
<https://overthefront.com/about/news/ww-i-monument-article>

## ASAA 2018 Exhibition and Forum Palm Springs California, USA

SAVE THE DATES! MARK YOUR CALENDARS!

**2018 Call for Entries Deadline**—Sunday February 4<sup>th</sup> midnight EST. THIS IS ONE MONTH EARLIER THAN LAST YEAR. PLEASE NOTE!!

**2018 Exhibition**—April 22<sup>nd</sup> through July 22<sup>nd</sup> 2018  
 Palm Springs Air Museum, 745 N Gene Autry Trail, Palm Springs CA 92262

**2018 Forum**—May 6<sup>th</sup> through May 12<sup>th</sup> 2018 The Saguaro Palm Springs 1800 E Palm Canyon Dr. Palm Springs CA 92264 phone: 760.323.1711. \$89.00 a night plus tax.

Forum events include touring the Palm Springs Air Museum, the marine Corps Air Ground Combat Center at 29 Palms, and a Retro 1970s Style fun night (take a look at the hotel if you're wondering why ...!)

More to come ...

**2018 CALL FOR ENTRIES DEADLINE,  
 MIDNIGHT ON SUNDAY FEBRUARY 4<sup>TH</sup> EST.  
 ONE MONTH EARLIER THAN LAST YEAR!**

## NE REGIONAL NOTICE

SAVE THE DATE FOR ASAA

THE NEXT NORTH EASTERN REGIONAL MEETING OF ASAA WILL BE ON  
**SATURDAY JANUARY 13, 2018.** SAME PLACE:  
 THE PARSIPPANY N.J. HILTON.  
 CELEBRATE THE 25<sup>TH</sup>  
 NORTH EASTERN REGIONAL WITH US.  
 PLEASE MARK YOUR CALENDAR NOW!

## The American Society of Aviation Artists Mentoring Program

provides apprentices with the opportunity to work with a faculty of some of the best aviation artists in the business to create one painting in a year's time.

[www.asaa-avart.org](http://www.asaa-avart.org)

## REMINDER

Are your dues current? Dues are requested by June 1<sup>st</sup> each year. Dues must be current to receive Aero Brush and Aero Brief.

Payments can be made on line at the ASAA Website or sent to: Brian Bateman, ASAA Treasurer, 498 Meridia Drive, Fallbrook, CA 92028.





# 31<sup>st</sup> Annual ASAA Forum and International Aerospace Exhibition



All photographs courtesy of Hank Caruso, John Clark, Don Malko, Don Meadows, Marc Poole, and Mimi Stuart.

The 31<sup>st</sup> Annual ASAA Forum and International Aerospace Art Exhibition were staged in Hampton Virginia this year. The exhibition opened at the Virginia Air & Space Center with a reception on May 23, 2017 and concluded recently on September 3, 2017. The ASAA Forum coincided with the opening of the exhibition with a host of presenters and activities through the week of May 22, 2017.

A Forum Review was published in Aero Brush V30N3 recently with excellent coverage offered by Don Meadows. The Juried and Unjuried Exhibition awards were also featured in the same Aero Brush.

Nanette and Mike O'Neal were responsible for organizing the forum and exhibition respectively. They deserve our gratitude for their efforts and providing an atmosphere for ASAA collegiality. There are hosts of other ASAA members who supported Nanette and Mike and deserve a thank you as well. Doug Rowe was responsible for the Exhibition Catalog again this year providing an excellent review of our juried exhibition. Dave Rawlins was our AV producer on location, filming and recording presenters and interviews with Founder and Founder's Chairs in attendance. This year's presenters featured in Aero Brush V30N1 and reviewed in Aero Brush V30N3, sustained our academic week with excellent presentations.

Our ASAA President Russell Smith provided leadership throughout the week and conducted our annual business meeting and Awards banquet. In addition to Founder Keith Ferris, all four Founder's Chairs were also in attendance.

A first this year was an internet interactive AV setup so that board members and committee members not in attendance could participate. This was also used during the Awards banquet for 2017 juried exhibition members not in attendance to witness the presentation of awards.

Drawing and painting on location was offered at the Virginia Air & Space Center with Greg Jackson receiving the

Matt Jefferies Popular Choice award for Art Created On-Site with his *Cub* painting.

What was not mentioned in the Aero Brush Forum Review was the presentation by guest speaker Daniel C. Burbank, Captain, USCG, Ret. and NASA Astronaut. Daniel Burbank's space missions include STS-115, STS-106, Expedition 30, Expedition 29, and Soyuz TMA-22 for a total of 6.2 months in space. Listening to an astronaut speak of their time in space and on mission is always profound, especially when it distills to the essence of humanity on our planet living together in harmony. Daniel Burbank was certainly captivating.



Of particular note were the two studio classes for drawing and painting. Marc Poole's creative drawing exercise put our rendering abilities to task with a flurry of thumbnail sketches prompted by audio and visual stimuli. The creative latitude of compositions was apparent in the results. John Clark's *The Importance of Values in Painting* put 28 artists on the spot to reproduce John's *LRO above the Timocharis Crater* award winning painting. This exercise was prompted by evaluating the values used in the painting and applying them systematically to a blank canvas working with primary oil colors and white. Working from the background to foreground and from darks to lights, each

artist attempted to reproduce John's original painting. The results were quite good, especially among the more talented artists in our group.

Those who stayed through Saturday visited the Virginia Military Aviation Museum where we met this year's keynote speaker, "Boom" Powell who gave a personal tour

of the facilities and aircraft. Later, some of us visited the Mariner's Museum in Newport News, VA where the USS Monitor is in restoration.

Thank you to those who provided additional photographs of the week's activities.



Above: 2017 Annual ASAA International Aerospace Exhibition on display at the Virginia Air & Space Center.  
Below: 2017 ASAA Forum attendees gather at the Virginia Air & Space Center for the exhibition reception and ASAA Forum group photograph.







2017 Annual ASAA International Aerospace Exhibition on display at the Virginia Air & Space Center 2017.



Richard Wheatland creating on location at the Virginia Air & Space Center 2017.

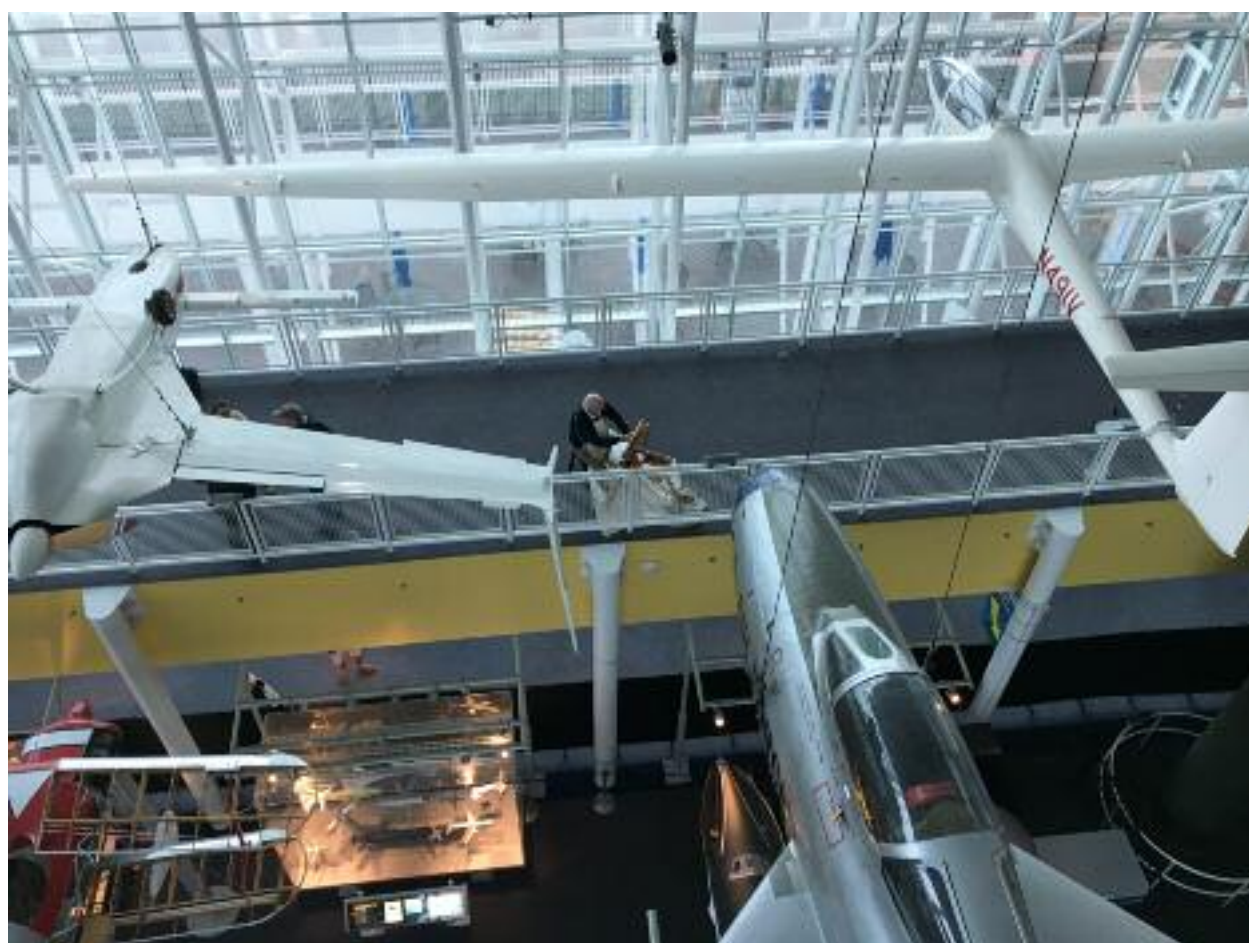


Crissie Murphy creating on location at the Virginia Air & Space Center 2017 with Rod Lees photographing.





Above: Barbara Miller and Greg Jackson painting on location at the Virginia Air & Space Center 2017.  
Below: Paul Rendel painting on location at the Virginia Air & Space Center 2017.



## 2017 Forum Academics



*Telling the Story* presented by  
Marc Poole.



*The Use of Contrasts in Works of Art and Basic Descriptive Geometry and the Visual Angle* presented by Keith Ferris.



*The Importance of Values in Painting*  
presented by John Clark.



*Space Suits ILC Dover* presented  
by Bill Ayrey.



***The Art of Aerospace Painting: A Tribute to the Art of John W. Clark*** presented by Don Malko.



***100 Years of Flight Research*** presented by Bil Kluge.



***Development of International Space Station Operations*** presented by Mark Pestana. Mark shown here with his wife, Karen at the Virginia Military Aviation Museum.

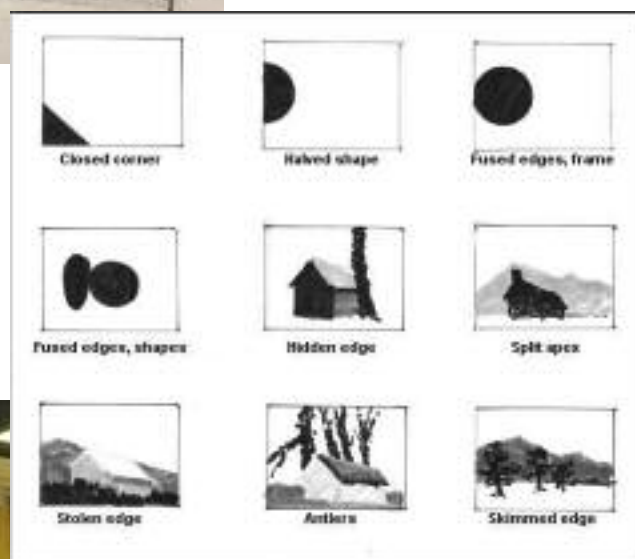
## 2017 Forum Academics



B-17 drawing by Marc Poole.



Marc Poole's *Telling the Story* academic session in action. ASAA Forum 2017 Hampton, Virginia.







John Clark's *The Importance of Values in Painting* session in action. ASAA Forum 2017 Hampton, Virginia.



## 2017 Forum Academics



Above: Barry Taylor and Gerry Asher painting during John Clark's *The Importance of Values in Painting* session.  
Below: (Back Row) Rod Lees and Steve Roberson, (Front Row) Mark Pestana and Doug Castleman painting during John Clark's *The Importance of Values in Painting* session. ASAA Forum 2017 Hampton, Virginia.







Completed paintings from John Clark's *The Importance of Values in Painting*.  
ASAA Forum 2017 Hampton, Virginia.



Completed paintings from John Clark's *The Importance of Values in Painting*.  
ASAA Forum 2017 Hampton, Virginia.





Above: Bob Aikins wearing a Space Shuttle Astronaut helmet provided by Bill Ayrey, ILC Dover. Right: Keith Ferris writing notes wearing an astronaut space suit glove provided by Bill Ayrey, ILC Dover.



Above: ASAA Executive Secretary Nanette O'Neal in Space Shuttle Astronaut gear.

Left: Crissie Murphy and Kristin Hill photographing an astronaut space suit provided by Bill Ayrey, ILC Dover.





## 2017 ASAA Forum Virginia Military Aviation Museum



Left: Robert "Boom" Powell, our Awards Banquet Keynote Speaker, also doubled as our private tour guide on our visit to the Virginia Military Aviation Museum located in Virginia Beach, VA, Boom Powell provided us with a plethora of detail, history, and anecdotal stories as he guided us through the WWI and WWII hangars. A veteran military and civilian pilot, Boom Powell flies many of the classic aircraft in the museum collection.

Below: A *Hucks* engine starter.



Left: A Halberstadt  
CL. IV





Left: A *Curtiss Model D Pusher*



Right: FG-1 D Corsair  
Below: Bell P-63 Kingcobra





Left: Inside the *Cottbus* hangar. This authentic German Luftwaffe hangar was relocated from the Cottbus Army Airfield in Cottbus, Germany, a small town southeast of Berlin. In 1933, the Cottbus Air Field was built along with a pilot flight school.



Above: Interior cockpit of a Dehavilland Mosquito  
Below: Junkers JU-52





The Virginia Military Aviation Museum located next to the Virginia Beach airport is comprised of a Navy, Army, WWI, and Cottbus hangars as well as the Fighter Factory for restorations. Their collection is one of the largest private collections of military era WWI and WWII aircraft.  
<http://www.militaryaviationmuseum.org>



Above: Hank Caruso commands a view of the Virginia Beach Airport runway from the reconstructed WWII control tower imported from England.



Left: Boom Powell discusses the rotary engine.  
Bottom: PBY Catalina



# ARTREPS

*Priscilla Messner-Patterson*

## Sequim Museum and Arts Center Exhibition 2017



Aviation, motorcycles, vintage cars and fire engines in oil or watercolor by ASAA Artist Member Priscilla Patterson were on display at the Sequim (Washington) Museum and Arts Center for the months of June and July, 2017. Priscilla also participates in the annual Lavender Festival with her "colonial theme" work at the George Washington Inn and Lavender Farm in mid-July.

Classic car paintings by Priscilla Messner-Paterson on display at the Sequim Museum and Arts Center 2017.





*Priscilla Messner-Patterson*



*Girl with Flowers* by Priscilla Messner-Paterson on display at the Sequim Museum and Arts Center 2017.

# ARTREPS

*Priscilla Messner-Patterson*



*Violinist* by Priscilla Messner-Patterson on display at the Sequim Museum and Arts Center 2017.



*Sean Hampton*

## Commissioned Painting Presented at Selfridge ANGB



Sean Hampton (left) presents his commissioned painting for the 127<sup>th</sup> Wing USAF to Brigadier General John "Odie" Slocum (right), Commander of the 127<sup>th</sup> Wing for the 100<sup>th</sup> Anniversary of Selfridge ANGB, MI.

Sean Hampton presents his oil painting to Brig. Gen. John "Odie" Slocum, Commander of the 127<sup>th</sup> Wing USAF, Selfridge ANGB. The commissioned painting represents the 100<sup>th</sup> Anniversary of Selfridge ANGB, MI. The painting features the 127<sup>th</sup>'s current mission aircraft, the A-10C (107 FS) and the KC-135T (171 ARS) flying over Selfridge. It was presented on Sunday, August 20, 2017.

Submitted by Sean Hampton 9-12-2017



# ARTREPS

*Jerry McKenna, ASAA*

## 30<sup>th</sup> Portrait Bust Commissioned for the Airlift/Tanker Walk of Fame



Jerry McKenna, ASAA completes his thirtieth bust for the **Airlift/Tanker Walk of Fame** at Scott AFB, Illinois. Sir Alan Cobham, the famous British aviator portrait bust is pictured here in the clay modeling stage. (The portrait bust was presented in 2016 to the Airlift/Tanker Walk of Fame)



*Jerry McKenna, ASAA*



### **A/TA's 2016 Hall of Fame Inductee – Sir Alan Cobham**

(By CMSgt Mike Kerver, USAF (R) President, Airlift/Tanker Association on June 10, 2016)

The Airlift Tanker Association is proud to announce Sir Alan Cobham as its 28th Hall of Fame inductee! An aviation pioneer and significant contributor to air mobility through his historic aerial refueling experiments, Sir Alan is the former CEO and founder of Flight Refuelling Ltd., now known as Cobham plc, one of the United Kingdom's largest aerospace companies. Sir Alan will be formally honored at our 48th Annual Airlift/Tanker Association Convention/Symposium & Technology Exhibition in Nashville, TN, October 27-30 2016. Later in 2017, his bronze bust will be permanently mounted in the Mobility Memorial Park at Scott Air Force Base, IL.

As we once again gather to "Strengthen Our Bonds," this year's theme, "America's Mobility Force – Forged Through Alliances, Partnerships and Teamwork," truly reflects and recognizes Sir Alan's influence on the air to air refueling technology and techniques in use today. His continuous refinement of the probe and drogue refueling system was a fundamental contributor to the defense and security interests of the United States and its allies throughout the Cold War to present-day Southwest Asia.

Sir Alan's pioneering spirit, entrepreneurship, and vision of the importance aviation and aerospace would play in the modern world directly benefited generations of mobility Airmen and as a result, deserving of the prestigious honor of induction into the A/TA Hall of Fame.

The Airlift/Tanker Association Hall of Fame was established in 1988 to honor those individuals and teams who have demonstrated superior or sustained performance in the advancement of air mobility and refueling.

## The PILOT

### First Lieutenant Martin Fleisher



Two years ago while attending a church meeting a woman handed me, William C. Sturm a Budd Lake, New Jersey artist, the telephone number of her good friend Lieutenant Martin Fleisher whom she explained was a WWII pilot who would in her opinion be a worthy subject for a historical rendering.

It was about a year later when time became available and I made a call on 20 September 2016 and was invited by the Lieutenant to come on down to his home in the woodlands of Long Valley, New Jersey.

There the 96 year old vet explained he had been raised and bred in Newark, New Jersey, was a widower, lived alone and lectured to Boy Scouts, church groups and various civic organizations and is an invited speaker at the Mid-Atlantic Air Museum's Annual World War II Weekend and "Gathering of Warbirds."

Shy and not academically inclined Marty always felt that in both grade school and high school he was wasting away

his time rather than doing what he was driven to do. That was at first to take apart and rebuild bicycles and finally to move on and develop an expertise with the ins-and-outs of his favorite models "A" Ford cars and trucks.

I immediately knew there was far more to this gentleman than just a picture of his face especially when he spread out his photographs, memoirs, and the US Army Air Force attire he wears for his lectures. Years before he had peddled every time he had a chance -- thirty to forty miles away to visit each one of New Jersey's gradually developing grass airstrips. He recalls with great pleasure for just the few coins in his pocket a pilot let him climb aboard a double winged Waco and was thrilled to roar high above and along the Jersey shoreline. From then on even his grandmother Sophie who had believed him when he was only five years old when suddenly out of the blue a seldom seen or heard airplane, another "bi-plane" caught their attention and Marty had exclaimed to her as he pointed and claimed "Grandma one day I will fly one of those things."



Martin did manage to graduate from high school and enrolled in the Aviation Mechanics school named Casey Jones School of Aeronautics in Newark in 1942 just after the war clouds had gathered over Europe. Martin was drafted, passed the physical and delighted the military when they discovered they had one of the very few graduate airplane mechanics in America. Even though in the Army Air Core he was selected to be a ground crew leader for a B-26 Martin still had a burning desire to fly and applied for pilot training and was accepted.

Martin explained the B-26 had been a desperately needed medium bomber but in great haste was designed, manufactured but not fully tried and tested, and delivered before all corrections were completed. Many of the first deliveries crashed upon take off or landing and the plane was immediately nicknamed the Widow Maker, Flying Coffin, and One-a-day in Tampa Bay because they had lost (it had been said) 27 airplanes in one month in Florida.

Martin continued that General "Jimmy" Doolittle had just recently returned from the first ever-American bombing raid over Tokyo, Japan, which he had envisioned, directed, and hand picked his squadron pilots to achieve. His planes the B-25s for the Japan raid had been launched from an aircraft carrier. He was called in to diagnose and determine the problems on the new B-26. The B-25 was very similar to the newer problematic B-26s.

General Doolittle pointed out three problems with the airplane. Number one, the insertion angle of the wing to the fuselage had to be corrected. Number two, the wing lift had to be adjusted by increasing the surface area of the wings. Number three, more time had to be spent on intensive pilot training. Upon the advice of Doolittle, the changes were made and the plane became a favorite of Martin's along with hundreds of other pilots just like himself.

By the time Martin was activated as a pilot, the B-26 had been adjusted and was sensitive and responsive to the pilot's controls. It reacted very smoothly and naturally to their every command. Martin successfully performed 65 bombing missions over Germany held territory in his B-26 marauder named the Mama Liz.

Throughout those missions, his airplane was one in a formation of eighteen or thirty-six planes divided into flights of six, which flew wing tip to wing tip, and above the plane of the left and below the plane on the right. In unison, they flew evasive action to avoid anti aircraft flack. Every twelve seconds the lead pilot adjusted the course by thirty degrees either right or left and everyone made the same maneuver at the same time. In those fifteen seconds, the enemy sighted their guns to fire missiles, which would explode in fifteen seconds -- three seconds late. Martin explained how they altered their course every 12 seconds,

which gave them an extra 3 seconds allowing them to be ahead of the exploding missiles. The enemy shell exploded at the proper altitude but behind the newly acquired positions. Over and over again, they did this with so much expertise that losses for all those missions were less than one percent.

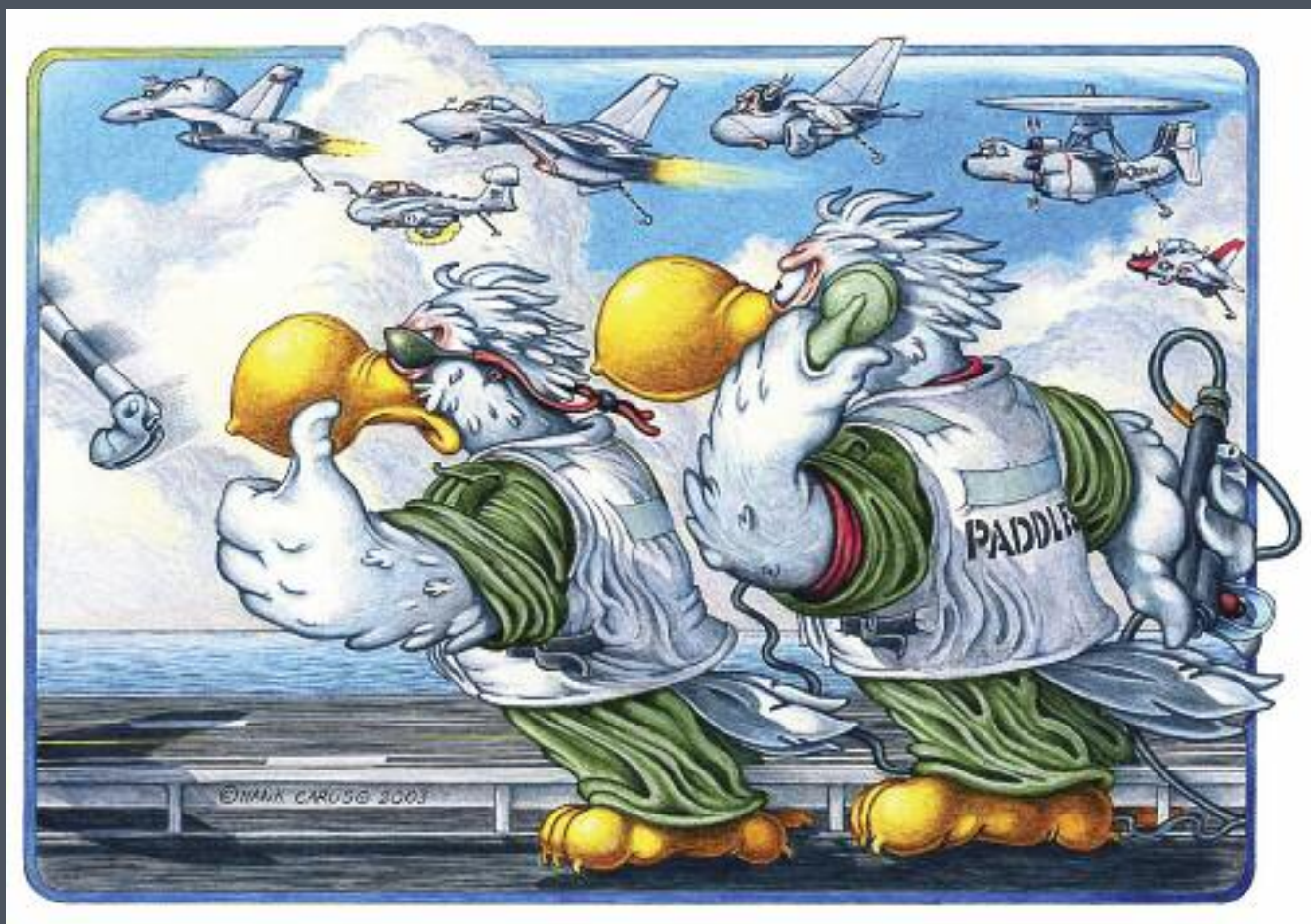
Many of those assignments had been air cover for ground troops in a variety of ways, which included destroying ammunition dumps, fuel depots, bridges, and some troop strafing.

During an air battle, which preceded D-Day, friendly planes had been mistaken as enemy planes and fired upon. To prevent a reoccurrence on 6 June 1944, the night before D-Day, every available body on the base with the exception of the pilots and crews manned brushes and applied black and white paint. Came morning the pilots and crews arrived and were surprised to find their B-26 marauders had been hand painted with alternating black and white bands on their fuselages and wings. For the invasion, the pilots and crews were instructed to fire upon any plane not marked with black and white stripes. From then on, those stripes were known as "Invasion Stripes."

A smile appeared on the Lieutenant's face as I concluded my interview and showed him my thumbnail sketch. It included the pilot, his plane and some of his lecture notes with two books by two of the most respected and famous American Society of Aviation Artists Keith Ferris of Parsippany, NJ and Gil Cohen of Bucks County, PA strewn across the Captains big kitchen table. I left with the sketch, a bundle of notes and within a month had a photographable representation of a painting in progress. During the next six of months of work, I periodically displayed the progress on Facebook and accompanied the Captain at several lectures and functions. They included the Air Force Association meeting at Charlie Browns Restaurant in Chatham, an art show at Shawnee ski resort on the Delaware River, a Veterans breakfast presented by the Valley Restaurant and Pub in Long Valley, New Jersey, and a variety of retirement homes. He is now scheduled for his annual appearance at the Mid-Atlantic Air Museum in Reading, PA where he will have this year note cards and prints of the finalized painting.

The experience of recognizing the obvious pleasure of the Captain when he realized his legacy is now recorded permanently has been one of the most pleasant experiences of my career as an artist.

I only wish that I had been inclined enough to know before the death of my father William A. Sturm to record his lifetime as a Popeye animator-cartoonist, Disney artist, military training film creator and director and finally from his own New York City studio produced 10 years of animated commercials for television.



*Clunis Alius Non Fractus Est*  
by Hank Caruso, ASAA