

**WHAT'S OUT THERE?**  
1/48th Hasegawa F-16C  
1/48th Academy F-16C  
1/48th Revell F-16C  
Black Box Cockpit  
Aeroclub Accessories  
Eduard Detail Sets  
Aires Detail Sets



**Note:**  
Full-color Minuteman figure is printed on constant carrier film. Cut or score film w/ hobby knife before placing in water. Apply as any other decal.

**CENTENNIAL, Colo. , June 21, 2006** – The Air Force has always taken the approach of demonstrating technical proficiency, over the notion of dare-devil feats. These aerial performances are to demonstrate the combat capabilities of Air Force aviators, thus fostering the confidence of the American public in its military's ability to provide protection and freedom.

June 20, the Colorado Air National Guard honored the 50th Anniversary of such an aerial demonstration team. In 1956 the "Minute Men" were federally recognized as the Air National Guard aerial demonstration team. Of great significance is that this was the first and only Air National Guard demonstration team.

The ceremony included former members of the Minute Men team, but the highlight was the unveiling of a COANG F-16 Fighting Falcon, which was painted in the similar red and silver paint scheme of the original team's F-86 Sabre jet, which was positioned next to the F-16.

Presenting at the ceremony were retired Maj. Gen. John France, former Adjutant General for Colorado and Minute Men team member; Brig. Gen. Mike "Farmer" Edwards, commander of the 140th Wing; and Ms. Ellen Williams, widow of Brig. Gen. Walter "Walt" Williams, who retired as the commander of the 140th Tactical Fighter Wing and was the founder of the Minute Men.

This project has been three years in the making, ever since Edwards was walking through the structural shop and saw a drawing by Staff Sgt. Paul Allen, who had been exploring paint ideas after the wing won top draw for paint job at the 2003 Tiger Meet of the Americas unit competition. The wing won for best paint job in the next competition, in 2005, as well.

Allen recalled the general's comment when he saw the draft of the Minute Men paint scheme, "We're gonna do that."

At the ceremony, France said that Edwards is a person who "gets things done." He noted that "back in the day" they would simply do things, like painting the team's planes, but Edwards meticulously does it the right way – performing all necessary coordination.

The 140th Maintenance crew designed and painted the jet. "It's great to see all our work on the finished jet," said Allen. When he heard the project was approved, he began researching the history of the Minute Men, so he could better bring the design to life on an F-16. "It's an honor to have played a role in the recognition of the Minute Men," he said.

The team was widely known in Colorado and, by 1950, neighboring states were beginning to call upon their services. "Give us another year," said Williams. But he didn't know that in another year he and his fellow pilots would be flying combat missions in Korea.

When the COANG returned from active duty, and received the F-80s, Williams' idea of forming a precision team intensified. By the fall of 1953, the team was again organized with the "slot" or fourth position added to complete the diamond formation.

Initially their maneuvers were simple low-level passes, loops and rolls, but as their proficiency increased, so did the number of complex acrobatics. They started by incorporating change over maneuvers, the six G, 360-degree turn and finally their own creation — the corkscrew — a maneuver where the two wingmen did slow rolls at low altitude around the lead and slot aircraft. They also developed the Eiffel Tower maneuver, where four pilots would fly toward the ground, with smoke streaming, to form the four corner structures of the Eiffel Tower and a soloist would fly up the middle, like the elevator of the tower.

With their popularity, Williams began inquiring about a name for the team. 1st Lt. Richard Hueholt, the pilot holding the trailing slot position, suggested Minute Men to represent the Citizen-Soldier of Colonial days and to honor the Guard's proud heritage as the militia. The call sign Redeye was adopted, at this time, and is still used by the 120th Fighter Squadron, of the COANG's 140th Wing.

As the name indicates, the team was composed almost entirely of "weekend warriors." They were airline pilots, engineers, students, a radar controller, and there was even an attorney in the midst. These were all brave and accomplished aviators; many were even war-tested veterans.

At Dayton, Ohio, June 8, 1956, the team suffered its only accident. The climax of the Minute Men's show at Wright Patterson Air Force Base was the "bomb burst." As the team pulled over the top of the maneuver, the ailerons became jammed on slot-man Capt. Jon Ferrier's plane throwing it into an uncontrolled roll at 6,500 feet. Sacrificing his own life to save innocent others, Ferrier stayed with the plane until it crashed into a tiny open space near a crowded residential area; no civilians were injured. His motives for staying with the doomed aircraft were described as "one of the finest acts of heroism in the annals of the Air National Guard." For his actions, Ferrier received the Distinguished Flying Cross, posthumously.

On a historic day, at a performance for the National Guard Association's conference in Spokane, Wash., Oct. 10, 1956, the Secretary of the Air Force Donald Quarles was in attendance and was able to see what all the talk was about. A few days later the team was designated the official ANG demonstration team.

With federal recognition, and the accompanying funding, the Minute Men began performing nationally. They even delighted spectators and spread goodwill internationally. Along with becoming an official team, came the transition from the F-80 Shooting Stars to the F-86 Sabres and a C-47 to transport the necessary staff who had been authorized to support the team.

The federal recognition only lasted for three years, until 1959, when the funding ran out. Though the time was short, the Minute Men accomplished much during that period. They performed in seven foreign countries before more than three million spectators and logged more than 1,135,000 flying miles. That's the equivalent of six and a half times around the world. That's quite an achievement, especially for a "part-time" team.

The heritage was kept alive when, before a crowd of more than 200 aviators, family and friends, the Minute Men were inducted into the Colorado Aviation Hall of Fame at the U.S. Air Force Academy in Colorado Springs, Colo., Nov. 1, 2003.

The Minute Men painted F-16 will be used for public static displays and fly-bys at air shows and other events until it goes for scheduled maintenance in January 2007, where it will be repainted to the Air Force's standard flat gray.

Article By 2nd Lt. Darin Overstreet and Master Sgt. Deb Smith, JFHQ-CO

FS36270  
Testors MM 1725  
Gunze Sangyo H306  
Xtracrylics X1133

FS31136  
Testors MM 1705  
Gunze Sangyo H327  
Xtracrylics N/A

Silver

**Note:**  
The aircraft is painted overall silver and being of composite and metal construction, does not have a polished metallic sheen. The silver color is actual silver paint.

Testors MM 1705 is a perfect match for the Insignia Red on the decal sheet.



Very special thanks to TSgt Mikael Sundin of the 140th FS who painted this jet as well as Jake Melampy and Philippe Collin for all the help pulling references together for this jet.

The 140th FS of the Colorado ANG fly the Block 30 version of the F-16.  
MCID Big Mouth Intake  
General Electric F-110 Engine  
Old Style (Non LAU-129) Missile Launch Rail



Jake Melampy

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