

The Aero Historian



Volume 36 Number 10

Website: <http://www.aerohistorian.org>

October 2002



The best-looking Texans yet seen at TCAH
(except for Tina, of course)

TCAH Officers

President, Steve Erickson
763-521-9948
Vice-President, Pat Butler
612-915-1569
Secretary, Ken Sallman
763-753-3783
Treasurer, Tom Norrbohm
612-881-5763
Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

George Mellinger (melli004@gte.net)
5212 West 47 Street, Apt. 2
Sioux Falls, SD 57106
H:605-362-5603

Distribution Editor

Bernie Kugel
2080 Ivy Ave. East
St. Paul, MN 55119
H: 651-771-3525

Send articles to:

Via E-mail: newsletter@aerohistorian.com
Via Snail-mail:
George Mellinger
Attn: TCAH Newsletter
5212 W. 47 Street, Apt.2
Sioux Falls, SD 57106

TCAH This Month

The monthly meeting will be held Saturday October 12 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30 PM. This month rescue something from the Shelf of Doom, complete it and bring it to meeting.

TCAH Calendar & Events of Interest

(All meetings take place at Fleming Field on the second Saturday of the month.)

November—Club Auction. No Theme.

December —“Linebacker II-30 year Anniversary”. Vietnam era aircraft.

2003 - To be scheduled .

General Meeting Minutes

September 14, 2002
by Ken Sallman, Secretary

Meeting called to order by President Steve Erickson
Guests and New Members: Emily Copeland made her first appearance.

Old Business

Results are in from Nordicon 2002 with 251 models entered in the contest, an additional 185 on display (total 436 models displayed) and a net profit of \$165.00. Thanks to Steve Hustad and the rest who made this a successful event.

Tom Norrbohm announced that he has begun collecting dues for 2003. The dues are \$20.00 for the year. Bernie Kugel has a CD with photos from the contest. Contact Bernie if you'd like a copy.

New Business

Rob Doyle had photos of the M42 Duster available for anyone interested.

George Mellinger had photos from his recent trip to Russia and some artifacts including WWII era cartridges and paint chips from Russian aircraft.

Bernie Kugel announced he is setting up a TCAH Swap Shop starting with the October issue of The Aero-historian . If you have any kits or accessories you'd like to sell or there is something you're looking for, contact Bernie.

AT-6 contest sponsored by Mark Krumrey was held at the meeting.

The results were:

First Place: Dennis Strand
Second Place: Mark Krumrey
Third Place: Bernie Kugel

From the President

No message from the president was received this month.

Business Meeting Minutes September 2002

No business meetings are held during the summer months. And September sure felt like summer. News will follow at the October general meeting.

On The Show Table

September 2002

Dave Pluth
1/48 Nichimo Ki-45 “Nick”
Tom Norrbohm
1/48 FW-190A-6
1/144 J2m Raiden “Jack”
1/144 Ki-44 “Tojp”
Bernie Kugel
1/48 Kittyhawk
1/48 “Texan Zero”
1/48 AT-6 Texan
Steve Hustad
1/76 Tiger I (late) Wittmann
John Dunphy
1/35 Leopard A5
1/35 Tamiya Kingtiger
John Higgins
1/72 Academy T-6 USAF
Jim Kaltenhauser
1/72 Tasman Boomerang
1/72 MPM A-17
1/72 Axur BT-9
1/72 MPM Wirraway
1/72 Highplanes Wackett
Dennis Strand
1/48 Monogram/Sierra
Wirraway

Treasurer's Report by Tom Norrbohm

Well we are on our way. With the start of the dues renewal in September, we have 20 paid members out of 88 listed on the roster. You have until December 31st of this year to renew to make the new roster and to continue getting the newsletter without interruption. Dues are \$20 and can be paid at the meeting or mailed to me. Make checks payable to TCAH and mail to:

Tom Norrbohm,
9936 Columbus Ave. So.,
Bloomington, MN 55420

Our club balance as of 9-20-02 is \$4821.01.

Just to let you know that we did make money this year. At first I thought that our profit was \$665.00, but I forgot to figure in the \$500 deposit we made last year for this event. So our profit for NordicCon was \$165.00, better than the \$40 profit last year.

Contest Calendar

- 10-4-5-02 First Annual AMPS Modeling Contest
Marriott Hotel, Middleton, WI
Contact Michael Rechlicz
608-845-7699
PhantonHobbies@yahoo.com
- 10-5-02 North-Central AMPS Regional
VFW Post 8332 Millard
5083 S. 136 St.
Millard, NE
Contact: Chris Gross
402-894-1224
pangerg@msn.com
- 10-12-02 IPMS GLUE/CREW
Wausau National Guard Armory
633 S. 17th Street
Contact Pete Samolinski
715-675-2085
peteski@charter.net
- 10-20-02 Plastic on the Prairie
Entennial Hall, Civic Center,
Fargo ND
Contact Don Matthys
701-235-3186
Matthysdlm@cs.com
- 2-22-03 Zumbro Valley Scale Model Contest
506 1st Ave. North East
Rochester, MN
Contact: Geeorge Romano
507-281-4175
romano@infonet.isl.net
- 9-26-27-2003 R-5 Con
Bloomington, MN
Contact Steve Hustad

Political Journal

By Tweezer the Geezer,
Curmudgeon Reporter

The TCAH election season is upon us, and already a number of members have decided to throw their optivisors into the ring and seek office. Candidates already announced are:

President JohannesAllert and Ken Sallman
Vice President: Steve Erickson, Jim Kaltenhauser and Steve Macey
Secretary: Bernie Kugel
Treasurer: Tom Norrbohm

Other candidates may still make their intentions known. Those wishing to submit a supporting campaign statement of up to 300 words may do so until October 24, 11:00 PM.

Luft SIG Notes

by Bernie Kugel

We had our most recent meeting on Sept. 20th at Jeff Fries' house in Brooklyn Park. In attendance were Axel Kornfuehrer, Bernie Kugel, John Roll, and Jeff Fries. We spent the evening watching the DVD of "Dark Blue World" and discussing German railroad engines. Our next meeting is being held at Jeff Fries' house on Friday Oct. 18th. It is open for all who care to attend.

Letter to the Editor

As some of you know, Tweezer the Geezer is my "inner coot". Years ago when my "inner child" moved out, Tweezer moved in and has been here ever since. The curmudgeon doesn't like me or anyone else very much, and we seldom agree about anything. He is very proud of sharing with me the two-digit IPMS number 96, and wishes I'd show him the respect he thinks he deserves. I am reluctant to publish the following, but he's threatening to emasculate me with the nippy cutter and won't let me back into the hobby room until I include this letter.
- George Mellinger

So, we held a NordicCon without a Make-n-take, and the sky didn't fall. No crying children. No spike in the juvenile crime rate. The plastic modeling industry didn't suddenly cease to exist - that is unless you want to consider the almost complete supplanting of plastic in kits by resin, white metal, photo-etch brass, and almost anything else that isn't plastic. But that's another rant.

Fact is, Make-n-take is the biggest scam this side of the "multiple releases of a kit with only varying the box art", or adopting a stretch of asphalt instead of an orphan. Think about it.

The first argument I always hear is "We have to 'give something back to the community'." If "patriotism is the last resort of a scoundrel", then high-mindedness is always the preferred first scam. You get this loose sprue from the sort of people who won't take a walk around the block just for their own pleasure but need to turn it into a fund-raiser, who can't even go to the bathroom for a dump without recruiting sponsors on PBS. Look, Ol' Tweezer has no objec-

tions to good works, but there's already a lot of other organizations specializing in that sort of thing. You think you should do some community service - well, apart from getting caught shoplifting at Hobby Lobby, you could join the Masons, or the KofC, or the Lions or Odd Fellows - or adopt a highway - or even go to church. But TCAH/IPMS is the only organization(s) devoted to plastic modeling. And everybody's got a right to some personal, some down time, and it is healthy - and you know how important that word is - to have a hobby. Only the commies ever said that all your time should be devoted to the collective. So when the social consciousness clubs start fulfilling the duties of a plastic modeling club, then it'll be time for us to get into the social welfare racket. Meanwhile relax and be honest and sensible enough to enjoy our hobby for your own pleasure.

Besides, how is Take-n-break gonna improve society anyway? Because it'll keep some kid off drugs? Yeah. And put him a lot closer to the glue and silver spray-paint. Fact is, the kid who wanders into a Make-n-break session is not a prime candidate for the Vice Lords anyway. Those kids are outside in the parking lot having a Break-n-take session with your car stereo and hubcaps. Make-n-take might help reduce teen-age pregnancies by turning the kid into a dweeb who spends all his money on kits and doesn't have his first date till the age of 27.

Or maybe it's the good camaraderie of the kid spending time and doing something with a mature male. Mature male? Name three in TCAH. I challenge you. Him? Get real. Think how many of your fellow-TCAHers you would not want to entrust with the care of your kid for an afternoon. No, not likely any sexual threat from model geeks - but there's other sorts of weirdness just as worse. And we're one of the relatively normal clubs. Look at the critters who belong to the other clubs who show up at contests! Most of those guys look even flakier than Ol' Tweez, and they haven't been breathing MEK for as long as me. A Rule! - Normal women like taking care of each other's precious; any man interested in putting up with other people's spawn is suspect. - most do it only when conscripted by the wife. Besides, that

(Continued on page 7)

Russian SIGnals

By George Mellinger



I really wish I would heed my own goog advice. I recently wrote about the decline of Yefim Gordon's productions. But **no**. I ignored myself and got his *Early Soviet Jets*, and his new Aerofax Series on the MiG-17 and Yak-25, Yak-27, and Yak-28 Family. I really cannot blame anyone else. Calling these books productions is both revealing and accurate - Gordon seems no longer to do any research of his own; he "borrows" the work of other Russian authors and from western materials accumulated by the Russian Aviation Research Trust in Britain, and then pastes it together barely digested. Anybody who purports to turn out eight or nine books in less than twelve months' time, deserves a bit of suspicion. I've had these suspicions confirmed in conversation with other Russian writers while I was in Moscow. In fairness, the two Aerofax books had some redeeming aspects, particularly for the general reader, though they still use Gordon's disruptive and misleading system of spelling Russian words. The scale drawings appear to be excellent, there are sufficient photos, and generally good, if borrowed, coverage of the material. The appendices give all the "known-in-the-West" serial numbers, and the fates of the relevant aircraft. In the case of the MiG-17, this means mainly the aircraft used by the East Germans, the Polish license production airframes, and those later sold to foreign dealers after 1990. I would have been grateful for a bit more research, and less documenting of Western "hobby jets", but I cannot totally condemn this volume. The Yak-25, Yak-27, Yak-28 family book also deserves mitigating consideration, in part because the aircraft family is still so little known in the west, and poorly covered. This is mainly because the Yaks were never used by any country but the USSR, and outside the homeland, based only in

(Continued on page 5)

Spraybooth Logic Sections in the Shelf of Doom

By Dave Pluth

A few months back you were introduced to the "Shelf of Doom". For those that may have missed it, the "Shelf of Doom" or "SOD" is the place in your house where model kits go and never seem to come back from. It's kind of like the old Eskimo tradition that the old are put out on the ice flow and forgot about. The SOD is your very own ice flow.

Survivor - Voted off the island

Since then it has come to my attention (from the voices that live on my own shelf of doom, yes I hear voices; is there a problem with that?) that the "Shelf" is actually a small community or city if you will that is divided into neighborhoods and developments. A large city planning commission couldn't do as fine a job creating a master plan for this small city as you have done. Kits get promoted in the minds of their boss (that would be you the modeler) and then they are demoted based on performance. Let me take you on a bit of a guided tour of the "Shelf".

"The Slums". In the slums section of your shelf live the kits that have either been a) started and you've lost interest in it or b) it's from a topical area that really interests you, but kits are bad and you are praying that will be replaced soon by Hasegawa or Tamiya.

The kits that you have lost interest in may be one day moved out of the slums and into the playground (your workbench). This type of thing happens when a good war movie comes out or when hell freezes over, which seem to be in about the same time frame these days. Otherwise they remain here indefinitely.

The kits where the subject interests you but you have a really bad kit of it are some of the most intriguing. I really really really want to build a 72nd scale Spitfire Mk VII, but at the moment the only real kit I can find of this is a Ventura kit. Have you seen these? These kits are for "experienced modelers", which means "not me". I figure I've

(Continued on page 6)

AIRLINE CHATTER

by Terry Love

American Airlines lost \$465 million in the second quarter of 2002.

Midway Airlines lost \$11.5 million in the second quarter of 2002, and this loss led to their filing for bankruptcy.

Vanguard Airlines filed for bankruptcy on July 30, 2002.

Northwest Airlines' first Boeing 757-300 began service July 21. Cost was about \$85 million. They took delivery of their second Boeing 757-300 on Friday, August 16.

NWA plans to purchase 16 of the Boeing 757-300s to replace the Douglas DC-10-40s on the domestic U S routes. Of the 16 Boeing 757-300s that NWA has on order, seven will be delivered this year, and nine will be delivered next year. NWA has an option for 17 more.

Northwest Airlines took delivery of its 56th Boeing 757-200 on July 30.

Northwest Airlines took delivery of its 46th Airbus A-319, ship number 3146, on Thursday, August 29. The following day, NWA took delivery of the next Airbus A-319, NWA's 47th, ship number 3147. NWA has a fleet of 516 airliners as of June 30. NWA owns 319 of the jets (mostly Douglas DC-9s) and leases 197 airliners.

That includes aircraft sub-leased to Mesaba Airlines and Pinnacle Airlines. NWA owns 100% of Pinnacle Airlines. Northwest Airlines will retire the last Douglas DC-10-40 on September 3. NWA plans to retire the last Boeing 727-200 in December. NWA, as of next January 1, will operate the following types of airliners for domestic service-

100-125 seat category - Douglas DC-9-30s, Airbus A-319s.
125-150 seat category - Douglas DC-9-40s, Douglas DC-9-50s, Airbus A-320s

180-225 seat category - Boeing 757-200s, Boeing 757-300s.

NWA will begin service from Detroit to Nassau, Bahamas on December 18.

KLM ordered 2 more Boeing 777-200ERs. KLM also ordered 6 Airbus A-330-200s with options for an additional 18 more.

In 2001, the major airlines insur-

(Continued on page 7)

(Continued from page 4)

Germany and Hungary, and that briefly and in small numbers. The Yak-28s which flew recon and ECM missions over Afghanistan did so from Russian bases. The serial number documentation is pretty thin here, for obvious reasons. But the pictures are nice, and for the vast majority of you who cannot get the (admittedly also rare) Russian materials, this volume must be recommended. As for the *Early Soviet Jets* book, dealing with the MiG-9, and the early Yak-15, Yak-17, Yak-23, in Midland's "Red Stars Series" - it was just as bad and dishonest as their Polikarpov I-16 book with the same flaw of lack of content, deliberately disguised by overly large photos and coverage of extraneous topics. I will not be buying the series volumes on the WWII Yak fighters and Polikarpov biplane fighters.

The book on the Yak-25/28 family may be useful in additional respects. A-Model has a 1/72 scale kit of the Yak-28P *Firebar* interceptor, which was one of the mainstays of the Soviet air defense during the 1960s to mid 1980s. And they have announced the imminent release of the Yak-28I Brewer, the bomber version, which replaced the Il-28 *Beagle*, until supplanted itself by the Sukhoi Su-24 *Fencer*. This Yak-28I, should serve as a good base for conversion to the Yak-28PP, ECM version, which saw action over Afghanistan, and which can be



Yak-28PP Brewer E
at Barnaul VVS airbase
The model I want to build

put in an interesting camouflage paint instead of that boring metal.

A much nicer new book is by Gordon's great antagonist, Genadii Petrov & C-F Geust (their problem goes back 20 years), *Red Stars 4 Lend-Lease Aircraft in Russia*. Like the previous books in the series, this one was published by Apali in Finland and is difficult to find. More the pity. This book is not perfect either. Text portions could have received more care, and I warn you not to rely upon any of the statistical data until you have cross-checked the numbers in the various columns of each chart - after which I will not need to caution you any further. Still, this book is intended primarily as a photo book, for that is Petrov's specialty. And for that all you can say is "superb", or maybe "Wow. Heavvvv" if you've inhaled too much of the MEK like my "friend" Tweezer the Geezer. You want Russian Spitfires schemes, or P-40Ns or Soviet Catalinas. Or how about the A-W Albemarle? There's even a couple of photos showing how the A-20 carried torpedoes, and another showing it with the UKhAD dispenser system used for dispensing smoke (though originally it was designed for poison gas). The color artwork section leaves something to be desired, and some of the shades are just plain wrong, possibly the fault of the printing process. But still for the modeler there are some wonderful photos and color schemes. How about a P-47D razorback in standard Russian dark and light gray with blue undersides? The color artwork section, gives a poor rendition of the colors, but a black and white photo clearly reveals the airplane wearing a two-tone camouflage, which would have been the grays in 1944. The aircraft was used by the 255 Fighter Regiment of the Northern Fleet. Another unusual scheme is a Spitfire LF IX, with solid Russian green topsides, and blue beneath, a white tail and a white fuselage arrow. The color artwork shows a color looking like a dull brass, presumably poorly representing faded olive drab; though in reality the color was probably Russian green and not faded. This

scheme of solid green Spitfires has also been confirmed in another new Russian magazine source, and came into use in early 1945, and continued for the couple of years postwar that spitfires remained in VVS service. These new bits of information raise some doubts about the adage that the Russians "never repainted their lend-lease aircraft". *Except for the P-47Ds*, it seems they never repainted them "immediately after receipt before sending them to the front". But when they were sent to the rear of major repairs or depot-level major maintenance, then it is entirely believable that they would have been repainted, just like Russian aircraft were. And they probably would have been repainted with the standard Russian paints already at hand at the depot. Finally, just too late for our Texan contest, we get an answer about the Soviet Texans. They received 30 AT-6C and 54 AT-6F, in natural metal with black anti-glare panels. I wish I'd known. On some the red star was outlined in white, but on others (maybe most) in black. I wish I'd known all that three months ago.

Other pre-release news to keep us squirming. Roden is going to be releasing a series of Sopwith 1 1/2 Strutter variants in 1/48 scale and also the Gloster Gladiator and Sea Gladiator in the "poor-eyesight scale". In 1/72 "craftsman's scale", they have announced two versions of the SE-5A, with Hispano-Suiza and Woolsey Viper engines, the F2B Brisfit (*FINALLY!* There hasn't been a 1/72 kit since the *early* Airfix release), and a Gotha GV.

In addition to the already mentioned Yak-28I Brewer, A-Model has announced a number of other kits. The Yak-1 late model is no surprise, and should be most welcome. When it arrives, we will finally be able to build the complete line of wartime Yak fighters, or at least the major variants. They are also releasing the Yak-17UTI, trainer version of the early Yak-17 jet. Then there will be a Tu-142R, Bear F, the ASW version. Finally, the Tu-14 Bosun. Red Hurricane's release was terrible, so A-Model's kit is bound to be somewhat better.

(Continued from page 4)

got another 25 years before I'll be ready to tackle a kit that looks like this out of the box. But I really really want to build it. My best bet at this point is to go to church and light a candle and simply keep praying because I just don't have the will to beat this kit.

"The retail or mall area". This is the section of kits that you are still buying "accessories" for. Now the word "accessory" would imply that the items on this list are simply not needed, they are just an add-on. Once again we must look back at our end-game in buying accessories. This is to delay the inevitable, actually having to build a kit. There is always a new decal set out there or a rumored resin set from Aires that can delay your project in the near-term and keep that kit anchored firmly on the "Shelf".

"The burbs". The burbs are the area where most kits that leave the shelf of doom come from. These are the easy builds. A Hasegawa or Tamiya kit that just about everyone has good things to say about. A kit that basically is a box-shaker (throw some glue in and shake the box and it falls out assembled) with decals for a subject that you actually may be interested in.

The burbs are basically the modeler's beer or comfort food. Kits from this part of the shelf can make you feel better when you are feeling down about your hobby. They don't need extras, they don't require a lot of sanding and they sure aren't over-engineered. This section of kits is also called the modelers "happy place". There is a reason people love to live in the "burbs".

"The rich folks neighborhood". As nice as this sounds, this is really a frightening neighborhood to be in. These are the kits that you paid so much for that you are afraid to start them. I have a resin ship model like this. After paying a few hundred dollars for it, I'm absolutely terrified to actually touch the thing. Oh I have grand plans for it, rebuilding the flight deck with actual wood, doing my own photoetch for the expansion joints and recasting all the planes in clear resin to make them easier to paint. Yup, big plans.

Now the reality is that I will be over a hundred years old when I finish collecting the blueprints and parts to make this a reality, so there the kit sits.

There are others too. A resin Claude that is gorgeous, but I have night sweats when I think about actually sanding and assembling the thing. I mean I paid \$80 for it over ten years ago, so how can I build this! This is really one neighborhood that I try to avoid on my shelf of doom. I can't even look these kits in the eye with a clear conscious and an overwhelming feeling of guilt.

"The historical society" neighborhood. This is the section of town for out of production kits. This section has been ruined by E-bay and the big prices that collectors are getting for kits there. The thought always seems to run through your mind that you can get big dollars for this kit on E-bay, why would you build it? Wouldn't you feel stupid if you bought the kit for five dollars and you can now sell it for close to a hundred and you actually tried to build it? You also still feel that you need to keep the kit around and not sell it, just in case you need (that's such an ugly word) to build it.

"The old girlfriend" neighborhood. This neighborhood is like when you were in high school and you kept your old girlfriend around, just in case the new one didn't work out. Many modelers have this same philosophy with regards to kits. They have to buy two just to build one. Just in case they "screw-up" the kit they are working on. Many times residents of this neighborhood end up relegated to the "slums" once the first kit is completed. Of course there is no need for a second kit after you have finished the first, but we'd better keep it around in the slums at least until we can find a second one so we can go back and work on it again.

"The cemetery". This area is for those bad/evil kits that just plain tick you off. This section is also known as the garbage can, the trash bin, the county dump or the soon to be exploding area. This is the fate of all "bad" kits. These kits have been convicted of crimes against model-

ing and are sentenced to "death". This area really isn't on the shelf, but is the last resting place of many kits.

One note about this section. It is inappropriate to try to "compost" kits. Even though the kits in this section are generally considered "crap", they are still plastic and will still be plastic after we are dust.

I would strongly encourage all modelers to take a tour of their shelf of doom and pick something outside of their burbs neighborhood and build it. Remember, it doesn't have to be perfect, it just has to be finished.

Websites of the Month

by Terry Love

1 - WWW.CHINOOK-HELICOPTER.ORG

Okay, its really not a mainstream aircraft, but anyone who like helicopters and Army Aviation will enjoy this site. It has some GREAT photographs attached to it.

2 - WWW.ENGINEHISTORY.ORG

This site contains the history of aircraft engines with lots of photographs and history. This is really a wealth of information about most major aircraft engines, and lots of relatively unknown engines.

3 - WWW-EAA.ORG

This is the home site of the EAA - Experimental Aircraft Association. Everything that you wanted to know about THE Oshkosh air show is here, along with details on the EAA, and quite a few photographs.

4 - WW.PLANECRASHINFO.COM

Everything that goes up must come down. This deals main with airliners mishaps, and it has lots of details about accidents. It is worth a look.

5 -

WWW.AIRDISASTERS.COM.UK

This is very similar to the website prior, but it is from the European point of view.. It has more details and is more in depth that the one above.

6 -

WWW.FLYINGTIGERSAVG.COM

The website of the Flying Tigers - the AVG. Lots of good data and information.

(Continued on page 7)

(Continued from page 4)

ance premiums for terrorist risk coverage was \$15 million. In 2002, that same insurance coverage was \$873 million.

American Airlines has re-structured itself as follows:

- retire all Fokker 100 aircraft
- reduce capacity by 10% from the summer of 2002 levels, which were already reduced 20% from September 2001 levels.

- eliminate 7,000 jobs

- retire all ex-TWA Boeing 767-300 aircraft

- further reduce its fleet

- defer all aircraft deliveries for 2002 which totals 35 new airliners

- cancel or defer all future aircraft deliveries

- simplify its airliner fleet

- sharply adjust capacity and scheduling.

U S Air will cut 200 flights from its system - down to 1350 daily departures.

Mesaba Airlines will lay off 50 pilots by the end of the year. They have around 1,000 pilots. Mesaba is planning a reduction of around 13% of their flight schedules the Fall. Mesaba is also planning to retire its fleet of SAAB-340A aircraft. There are 20 SAAB-340As in the fleet. Mesaba Airlines services 103 cities in 26 states and Canada. They operate 109 airliners, and are "controlled" by our own Mark Copeland! MAC (Metropolitian Airport Commission) is planning to spend \$354 million in 2003 on improvements at MSP. That is about \$1 Million per day!!!

Continental Airlines will reduce its capacity by another 4%, and retire 11 more aircraft.

Delta Airlines now has 825 airliners and 67,000 employees.

Continental Airlines now has 539 airliners and 47,000 employees.

Detroit (DTW) airport has 6,700 acres of land with 6 runways, three terminals, 132 gates, and 21,000 parking spaces, and adds \$5 Billion to the local economy. It is the sixth busiest airport in the world in terms of landings and takeoffs, and it is ranked 10th in the nation in the number of passengers handled. 15,000 people work at the airport.

When you add all of the spin-off jobs, (hotels, motels, rent-a-cars, etc.) you have well over 70,000 jobs tied to DTW. In 2001, 32.2 passengers flew in or out of DTW.

MSP had 47,591 landings and takeoffs in August - a record. Northwest Airlines had 8.5% less passengers in July than last July (2001), but Mesaba and Pinnacle had a 54.6% increase in July over the previous year.

(Continued from page 6)

7 - WWW.PANAM.ORG

For you airline buffs, this is THE site for anything that has to do with Pan American World Airways. It contains a great deal of information.

8 -

WW.AEROSPACEMUSEUM.ORG

This is a website site that has great links to every major airplane museum in the world. It is great so see and find out what various museums of the world have in their collections.

(Continued from page 3)

whole "bonding" business is supposed to with Dad, not with Dad's disreputable model-building buddy. And any father who is likely bring his kid into the proximity of a TCAH/IPMS function is a father who can initiate his young glue-smearer into the frustrations of hobbying for himself.

So okay, Fake-n-take is not really about improving society or kids. Its really about "helping the prosperity of our hobby (AKA the IPMS apparatus-chiki and the industry)." Yeah. That's it. The "pusher" argument. "Here little boy. Build this neat airplane kit. And then you'll be hooked for the rest of your life, desperately wishing for a decent BF-110G-2/R-3u-17 kit with decals for Burgerbun's aircraft, but gratefully accepting yet another F-16A or P-51D or whatever re-released, FROG monstrosity the kit manufacturers deign to provide you, because you need your plastic." Well, this is finally a worthwhile idea. But it ain't likely to work that way. How does Make-n-fake work? You give a kid, probably with undeveloped motor skills, a really crappy kit without decals, a tube of non-toxic non-glue and encourage him to finish up before dad comes to get him. The result's gonna look like a

TCAH SWAP SHOP

run by Bernie Kugel

The TCAH SWAP SHOP is a service provided by TCAH for TCAH MEMBERS ONLY. Its purpose is for members to help other members find material for projects and research. To place an ad, please contact Bernie Kugel at: 651-771-3525 or e-mail at: bernndye@attbi.com.

For sale:

Complete set of IPMS Journals 1st series w/ updates Vol. 1-23, 1964-1988 with Volumes 1989 and 1990. F-VF but 3 hole punched \$100 or BO
Contact Axel Kornfuehrer

Binks Airbrush Compressor w/ air regulator \$50 or BO.
Contact Frank Cuden

Wanted:

No responses this month

gray lump, with smears on the "clear" canopy, and lots of gluey fingerprints serving in lieu of camouflage. And the kid is supposed to get hooked on modeling by this? Take this piece of puppy poopy home and treasure "my first kit" till he's as old and cranky as Tweezer? Maybe till the novelty wears off after four days, or his big sister steps on it, or the cat knocks it off the shelf, whichever happens first. The model reduced to a cheap toy will meet a cheap toy's fitting fate. But the sort of kid who gets stuck in a Fake-n-break room is probably exposed to modeling at home anyway, and just might come to modeling naturally (if that's not a contradiction in terms) if left on his own. We can only hope that Dad doesn't retrieve Junior from the ShakeOn-break room and take him into the exhibit hall for a quick peek. 'Cuz then the kid's gonna see a real model, compare it with the junk he could produce in a Fake-n-make room without real tools, get discouraged about ever doing anything any good - and take up quilting and collecting Judy Garland memorabilia. For the sake of your sons and the hobby's future - end the peril of Make-n-take.

-Tweezer the Geezer, IPMS 96

Directions to the Club Meeting Location



The Internet Model Shop!
Great Stuff!
Great Prices!
Great Service!

John Roll
Vice President
john@rollmodels.com

2709 Vale Crest Rd.
Crystal, MN 55422-3427
Bus: 612/545-0399
Fax: 612/545-0899

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4 way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking in front, with more parking available to the left near the line of hangers across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

Twin City Aero Historian
Atten: Bernie Kugel
2080 Ivy Avenue East
St. Paul, MN 55119

Return address requested

The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Steve Erickson at (763) 521-9948

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the editor.