

The Aero Historian

TWIN CITY AERO HISTORIANS



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The inscription on the rear fuselage reads - NO WAY BA AA

AIRLINE CHATTER

By Terry Love

Boeing 727s are fast becoming very rare in America. All of American Airlines' are gone, Northwest Airlines has only a handful left, and Delta Airlines' are gone. TWA had about 100 of them, and they are all gone. American Airlines had 184 of them, NWA had over 70 of them, and Delta had around 100 of them. Boeing built 1,832 727 models. They took the fuselage of a Boeing 707, designed a new tail section and wings - and you have a 727!! In a typical 1 year of flight operations, a Boeing 727 flew 1.5 million miles, flew 2,800 hours, burned 4 million gallons of jet fuel, changed 45 tires, changed brakes 12 times, and changed 1.6 engines. Boeing 727 first flew on February 9, 1962. It began scheduled airline service on February 1, 1964 with United Airlines, and Eastern Airlines. Shortly there after, TWA, and American began 727 service. In 1977, the 727 passed the 1 Billion passenger mark. Every major airline in the US operated the 727, except for American West Airlines. The last 727 was built in August of 1984. There are so many retired 727s on the used jet aircraft market, that one can be purchased for only \$500,000 in

good shape and with lots of time and cycles remaining on the airframe.

America West Airlines will recall 59 of the 179 furloughed pilots since September 11. The carrier has gradually restored nearly all of the 20% capacity reduction from last September.

United Airlines has asked for a \$1.8 Billion loan guarantee from the Federal Government. U S Air and America West Airlines have previously asked for the loan guarantee, also.

American Airlines is also ending paper tickets. All are electronic issue, and not paper. American follows Northwest Airlines and Delta Airlines which switched earlier to paper-less ticketing.

Vietnam Airlines plans on leasing two Boeing 767s and purchase 5 Boeing 737-700s.

Northwest Airlines has completed the largest air worthiness directive in Boeing's history. It cost NWA 273,000 man-hours, over \$40 million, and it took five years for the Boeing 747 engine pylon modifications. NWA has 42 Boeing 747s and so 168 engine pylons were modified.

Qantas has a new spokesman. It is John Travolta, who is a qualified airline pilot. He will fly an ex-Qantas Boeing 707 jet painted as the origi-

anal Qantas 1960 livery on a round-the-world promotional tour. Qantas serves 140 cities. They flew over 22 million passengers in 2001, and has 30,000 employees. They operate 197 aircraft.

Northwest Airlines is pulling out of Springfield, Illinois on September 3. On October 9, NWA will cease operations into Joplin, Missouri.

Midway Airlines ceased operations on July 17, 2002, and will re-emerge in October as a US Air Express carrier. Northwest Airlines lost \$93 million in the second quarter of 2002. Delta Airlines lost \$186 million in the second quarter of 2002. U S Air lost \$248 million in the second quarter of 2002. Southwest Airlines had a profit of \$102 million in the second quarter of 2002.

America West Airlines lost \$18.5 million in the second quarter of 2002. United Airlines lost a whopping \$341 million in the second quarter of 2002, and will lose money the rest of the year. Northwest Airlines took delivery of its first Boeing 757-300 on Friday, July 19, 2002. It is 40 feet longer than the normal 757, and it holds 224 passengers. NWA had already parked lots of Douglas

(Continued on page 6)

<p align="center">TCAH Officers</p> <p>President, Steve Erickson 763-521-9948</p> <p>Vice-President, Pat Butler 612-915-1569</p> <p>Secretary, Ken Sallman 763-753-3783</p> <p>Treasurer, Tom Norrbohm 612-881-5763</p> <p>Historian, Tom Norrbohm 952-881-5763</p>	<p>December —“Linebacker II-30 year Anniversary”. Vietnam era aircraft.</p> <p>Do you have something to include on the club calendar? Please let us know at newsletter@aerohistorian.com!</p>	<p align="center">On The Show Table August 2002</p> <p>No report on the show Table was received for the August meeting.</p>								
<p align="center">Newsletter Info</p> <p><i>Article Submission Deadline: 22nd of each month.</i></p> <p><i>Editor</i> George Mellinger (melli004@gte.net) 5212 West 47 Street, Apt. 2 Sioux Falls, SD 57106 H:605-362-5603</p> <p><i>Distribution Editor</i> Bernie Kugel 2080 Ivy Ave. East St. Paul, MN 55119 H: 651-771-3525</p> <p>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</p>	<p align="center">Treasurer’s Report by Tom Norrbohm</p> <p>Since I wasn't at the August meeting and have not collected funds from that meeting yet, the balance is \$3605.45 after deducting payment of the newsletter by mail to Bernie Kugel. I am happy to see that the dues increase to \$20 was a fairly painless process. It had to be done and now we can move on. September is the start of the Dues Renewal process and will last until December 31st of this year.</p>	<p align="center">Editorial Announcement</p> <p>This newsletter believes that TCAH elections ought to be more than a brief nuisance delaying the start of the club auction. They should provide a meaningful chance for the members to shape the future of our organization. To promote a serious consideration of TCAH issues, the newsletter has decided to offer space to all candidates who wish to announce for office. The November issue of the newsletter will publish a campaign statement from any candidate who wishes to submit one. While I hope it will address such things as why he wishes to run, what he thinks needs to be accomplished in that office, and why he considers himself the best candidate. Each statement may be up to 300 words, and if any members wish to run as a ticket, they may combine their word allocations for a joint statement. This statement will be published unedited, except for violations of size. However a submission deadline of Wednesday April 24 by 11:00 PM will be rigidly enforced.</p>								
<p align="center">TCAH This Month</p> <p>The monthly meeting will be held Saturday September 14 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30 PM. This month we will look at “Flying billboards” Commercial airliners . Also the members only AT-6/SNJ contest</p>	<p align="center">From the President</p> <p>No message from the president was received this month.</p>	<p align="center">TCAH Adds Another Author</p> <p>Congratulations to Dave Pluth, the latest TCAH modeler to join the already lengthy roster of TCAH members to be published commercially. Dave contributed a sizeable number of entries on Japanese aviation to the new <i>Air Warfare: An International Encyclopedia</i> in two volumes, edited by the well-known aviation writer Walter J. Boyne, and published in August 2002 by ABC Clio press, Santa Barbara, Denver, Oxford.</p> <p>Two other TCAH members, Gary Kuhn and George Mellinger, both of whom have previously been published also contributed entries to this encyclopedia of air combat. Let's hope Dave publishes again.</p>								
<p align="center">TCAH Calendar & Events of Interest</p> <p><i>(All meetings take place at Fleming Field on the second Saturday of the month.</i></p> <p>October - Doom Raiders. Rescue something from the Shelf of Doom, complete it and bring it to meeting. ***</p> <p>November—Club Auction. No Theme. ***</p>	<p align="center">General Meeting Minutes August 10, 2002</p> <p>Mo meeting minutes were submitted this month.</p>									
	<p align="center">Contest Calendar</p> <table border="0"> <tr> <td>9-7-2002</td> <td>Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad</td> </tr> <tr> <td>9-21-02</td> <td>Mid Iowa Modelers Expo Dallas County Fairgrounds Hwy 169 Adel, Ia Contact Kevin Lutzeler 515-280-7533 gbproweld@mxhsi.com</td> </tr> <tr> <td>10-12-02</td> <td>IPMS GLUE/CREW Wausau National Guard Armory 633 S. 17th Street Contact Pete Samolinski 715-675-2085 peteski@charter.net</td> </tr> <tr> <td>9-26-27-2003</td> <td>R-5 Con Bloomington, MN Contact Steve Hustad</td> </tr> </table>	9-7-2002	Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad	9-21-02	Mid Iowa Modelers Expo Dallas County Fairgrounds Hwy 169 Adel, Ia Contact Kevin Lutzeler 515-280-7533 gbproweld@mxhsi.com	10-12-02	IPMS GLUE/CREW Wausau National Guard Armory 633 S. 17th Street Contact Pete Samolinski 715-675-2085 peteski@charter.net	9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad	
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Nordic Con Help Wanted

We need people to help set up the night before, on Friday September 6. and on the morning of Saturday September 7 before we open to the public at 9:00AM. We also need people to help with registration. And we desperately need helpers for the Raffle Table. It's your Nordic Con, and without you it will be just a con. So don't fumble.

Two Weeks Left!

Remember ! This is the month for the long awaited **T-6-SNJ-Harvard-Wirraway-Boomerang**, Members only contest. This contest will be held at our normal September meeting, at Flemming Field. Not to be confused with NORDIC CON.

To refresh the old brain unit, here goes: The kit has to be one of the above variants of the **T-6 SNJ family**, the Championship Committee did agree to allow the Australasian Connection of the **Wirraway and Boomerang**, and of course our Canadian neighbors to the north, the **Harvard**. These models are readily available in the ever popular modeling scales of 1/72 and 1/48. There are also a plethora of markings available. That the model has to be built this year is the only stipulation, and the Championship Committee is relying on modeler integrity here, as the policy police are out fighting terrorism.

I know there will be some challengers out there, as this is shaping up to be a real "Barn Burner" of a card. Best of all, there will be awards given to the 1st-3rd place entrants. This kit shouldn't be that hard, and even if you haven't started yet, you still got time, if you move fast. So modellers, RUN, don't walk, to your nearest hobby shop, or whatever hobby shop still exists, and pick up a model of one of these great, and under represented airplanes, or better yet, take that kit off the "Shelf of Doom", and give it life, and build it and bring it to the September meeting and enter it in this contest. The Championship Committee is also looking for a few good modelers to step forward and assist with the judging.

Why IPMS?

By Dave Pluth

With another IPMS National show in the rearview mirror I got to thinking. Why IPMS? What is it about IPMS that draws some and repulses others? Let's take a little look, shall we?

Let's start with what draws people to IPMS. Let's rewind 25 years to the pre-internet (or PI as it will be referred to throughout this article) days. In that time IPMS Journal was a valuable resource. The articles, the kit reviews and the new product reviews were a lifeline to those living in the hinterlands. This was especially true to those who lacked a club meeting to attend and other modelers to communicate with. You had a place to sell your old stuff or to join a SIG.

IPMS also was a conduit to the modeling industry. They spoke for the modeler to the industry. They expressed what we as modelers wanted from the industry in new kits, aftermarket and in publications.

IPMS was also the hub of model contests. Standardized rules, insurance and site selection all fell upon the National Club. It was a gathering of the best and brightest of modelers throughout the country.

Ok, let's now fast forward to 2002. What has changed? For many of us, the Internet being readily available and the volumes of information that this provides. You no longer have to wait two months to see what's new from manufacturers. You also can communicate with many of them directly, not through old fashion mail, but instantly

through e-mail.

Vendors are online. One of the biggest disappointments in going to Chicago for Nationals last year was the vendor rooms. Not that I didn't get to meet a number of very nice people, but there were no surprises. Basically everything that was for sale there could easily be gotten from Roll Models, Great Models or Hannants. These could be ordered from the comfort of my own home and delivered to my house.

Manufacturers are online. Another thing about what has changed is that large and small manufacturers are online. Everyone from MPM to Hasegawa are readily available through a website with their latest and greatest. They are also available for comments and suggestions from regular folks.

The Internet has severely kicked magazines in the groin also. Places like Hyperscale, Modeling Madness and Aircraft Resource Center all publish with greater frequency than a conventional magazine, they generally have a wider band of readers and above all, they are free. Now granted, some of photos may not be crystal clear and some of the text may be rough, but you get 10-15 new reviews every day between these three sites.

So in 2002, where is IPMS in this mix? That depends on who you listen to. If you listen to the common folk, they are a non-factor. With a membership of around 5000 people, they aren't even a blip on the radar as are Hyperscale (which has at least 8000 visitors **a day**), ARC or Modeling Madness.

If you listen to IPMS (which I had the opportunity to do in Chicago during the business meeting), they ARE the industry. The kit-producing portion of the hobby industry should just kiss our butts because we are so important and such a huge part of their sales. Yeah right.

So where did things go so wrong? In my mind it's pretty simple. We have a bunch of folks at the top that still think the world is rewound to 25 years ago. Let's start with our motto "help your society grow", which is printed on the back of each an every cover of the magazine. It is pounded to us in e-mail messages from our Regional Coordinator (which is an

We need Your Help!

From the Editors

So do you like what you've seen so far in the newsletter? Well, we need your help for it to happen.

To put it simply, WRITE SOMETHING! We need your articles for the newsletter to keep going!

If you're interested in helping out, drop us a line at melli004@gte.net.

The glorious full-color edition can be found at <http://www.aerohistorians.org/newsletter>

(Continued on page 5)

Russian SIGnals

By George Mellinger



This month we will complete the coverage begun last month of the Lavochkin La-7 aces featured on the decal sheets for the new 1/48 scale Gavia kit and the Aeromaster decal sheet.

If the markings of the La-7 White 18 reminds you of Kozhedub's machine, it is for a good reason. Aleksandr Sergeevich Kumanichkin flew in Kozhedub's 176 GIAP. And while Major Kumanichkin was a senior enough ace to command a squadron, he still sometimes flew as wingman to Kozhedub. He began his war flying with a different regiment over the north Caucasus in July 1942, but was transferred to Kozhedub's unit in November 1944. He flew over 300 sorties, fought 70 combats, and scored 31 individual and 1 shared victories, the last of them a FW-190 over Berlin on April 30, 1945. He received his HSU on April 13, 1944. In 1951 he went to Korea as the deputy commander of the 303 IAD, becoming commander when his boss was promoted. In contrast to a number of other aces, Kumanichkin did fly combat and scored 6 more victories. He retired in 1961 as a Major General.

Another of Russia's most famous and successful pilots was Vladimir Dmitrievich Lavrinenkov. An instructor when the war broke out, he had trouble getting assignment to a combat unit, and when he did, he found himself flying an I-15bis. Only in the spring of 1942 did he get a Yak and begin scoring. By chance he received Yak White 17, and since the 17th was Lavrinenkov's birthday, he took it as a talisman, and for the rest of the war all his aircraft were White 17s. After several regimental transfers, Lavrinenkov finally arrived at the elite 9 GIAP in October 1942. Unfortunately, his arrival did not go well. He was still only a Sergeant Major, and when he reported to the commander his jacket was missing several buttons, he needed a

(Continued on page 7)

My Secret War

reviewed by Jack Mugan

Quite a long time ago while visiting Bob Steinbrunn, he gave me this book (*My Secret War* by Richard S. Dury, Aero Publishers) to read, because he knew how much I enjoyed reading about flying adventures, especially when there are written from the cockpit. You know, the kind that make you breathe harder and completely lose all track of time, while sharing the moment with the author.

This isn't your traditional "War Story" about Viet Nam, but rather a story about the author's love of flying and of his tour of duty spent in the Skyraider. He flew out of Nakhon Phanom, a joint U.S. Thai base on the Laotian border in Northeast Thailand, and the story describes his combat missions flown in this part of the war, in a place where we were not supposed to be, according to the government and the media at the time.

This story does take the familiar route introducing us to the author's background, training and the impressions upon his arrival "In country". The unusual difference here is that Dury requested duty flying single-engine prop planes, rather than the usual path to jets or bombers. The Air Force was an opportunity for him to take advantage of the last of the real flying, without all the electronic gadgetry and supersonic speed. There is also thirty two pages included of black and white photos about the author and the planes he flew during this 1969-1970 time period.

This is very much a personal story and as such, deals quite a bit with the author's outlook on politics, both in the military and the government. As a result of his experiences, as they unfold in his story, Dury sadly decides that the military is not going to be a career for him. He comes to lose respect for many of his fellow officers, particularly those in command positions, whose priorities, in his opinion, were on spit and polish and their careers, rather than the job at hand. Still, he did have a great admiration for those officers who put it

on the line, so it was more than just a problem with authority or difficulty with taking orders.

The best part of this book, and the thing that made it a good read for me, was Dury's ability to put you in the cockpit. He does this not only in times of danger, during the critical part of the mission, but also those times that are golden to a pilot, (so I'm told by Bob S.) Whether just flying along the edges of the clouds, or maybe just experiencing an incredible sunrise, or simply enjoying the freedom of being alone and in another world that non-pilots, such as myself, will never know. The combat missions described within the story are heart stopping, and yet, according to the author, were not unusual given the time and place. Dury does make going out each day for a period of time to immense danger, then returning to a somewhat normal existence, seem both strange and unbelievable. One has to wonder, how a person can bring himself to face that on a daily basis, and yet it was done by many in every war.

This story describes the "Dirty War", as down in the trenches as a pilot can get. Flying night missions and "Sandy" rescue missions are both discussed in great detail. The reader gets a real sense of the planning and execution of these missions, and all the things that can and do go wrong along the way. According to this author, the war that was being fought in this part of Southeast Asia was quite different from that which was fought in Viet Nam. The enemy was shooting some real big guns and losses were high. Rescue missions were being done in daylight right, along the trail which was heavily fortified.

Reading this story will give you a real appreciation for the Skyraider and the pilots that flew them. It also gives you some different insights to flying combat missions beyond the shooting and dying. This book is very reminiscent of another favorite of mine, *Thud Ridge*. It too puts a real face on war, but also shows there was much beauty to be experienced, as strange as that may

(Continued on page 7)



ALBATROSS D.V

By Merrill Anderson

Prettiest of the Albatross fighters, the graceful looking Albatross D.V was introduced in June of 1917, barely six months after the debut of the D.III. The design used the wings from the D.III, and the more streamlined fuselage of the experimental D.IV prototype. The D.V had a larger rounded rudder to improve control, and the airfoil radiator in the upper wing was moved to the right. Together with careful design changes to save weight, the D.V was supposed to perfect the D.III, providing improved performance using the same engine as the D.III, the 160 HP Mercedes DIII. Another change was the aileron control rigging, which was run through the upper wing, to avoid (hopefully) the loss of control that occurred when the lower wings failed (a problem of the D.III and other 'V' strut sesquiplanes). The result was some improvement in performance, but the lightening of the aircraft resulted in a much less sturdy plane. The D.V had a rash of wing and other structural failures, and had to be retrofitted with reinforcements to several assemblies. The result was a heavier airplane than the D.III, and lower performance. The German Air staff canceled further orders of the D.V, and ordered more D.III's. Thus the D.V might have been a complete failure, but Mercedes came to the rescue with an

improved engine, the DIIIa of 180 HP, in October 1917.

The greater horsepower and higher compression of the new engine allowed the D.V to return, as the D.Va. Strengthened overall, the D.Va was sturdier and speed and climbing performance returned, but the change was only a marginal improvement over the D.III, leaving the Germans in 'second place' in the final months of 1917. One curious change to the D.Va, was a return to running the aileron control wires through the lower wings, (as on the D.III), which was not an improvement, for the reasons already stated.

Made in greater numbers than any of the other Albatross fighters, the D.V/Va soldiered on until the end of the war, although basically obsolete by mid 1918.

(Continued from page 3)
un-elected position for some reason and apparently you are appointed for life if you get the job), here's the quote: "Your help and support is needed to increase the membership of IPMS/USA. Please stress this at your upcoming functions and perhaps throw a membership in the raffle for a nonmember. Help the list GROW!!!!"

My question is very simple. "Why?" What is it that the society offers any of us who are not contest modelers? Well, we could get an IPMS clock or other tidbit with the IPMS logo on it. Cool! I can get a

magazine that is printed late and has three month old information in it. Wow, can I? I can get the same group of officers that simply trade positions each election (it's your turn to be President this year Chuck, I'll be vice-president). I'll get to vote on a ballot that has some way of only voting for the current group of guys that are in office because they are willing to "work together". Lastly I'll get to vote for constitutional amendments that are "not recommended" by the committee that puts together the amendments.

So enough bitching. What's the solution? There are a couple of things that come to mind. First, get off your high horse and accept your lot in life. IPMS is a club that sponsors contests. It provides insurance to clubs so they can host local contests and is a central listing agent (point of contact) for all clubs.

Second, make the elections more honest. Put in term limits of three years for each officer and make it mandatory that they step down for at least a year between positions. At least there would be some fresh blood in there with some new ideas occasionally. Also eliminate voting for a group of people and let each run on their own merit.

Third, make the regional coordinator positions an elected position. Let the same person run each an every year, but at least open it up to anyone that wants to try to run for it. Lets face it, the job ain't brain surgery.

Fourth, open the pocketbooks a bit. At Chicago, there were thousands and thousands of dollars sitting in the kitty, but when it came time to spend money to support the "make and take" program, which they deem so necessary, it was decided to raise the club dues to the national club to support it. If the program is so important, cough up the cash.

Finally, bounce the editorial staff (I think it's only one guy) of the Journal. I'm not sure about all of you, but the snide comments at the end of letters to the editor really are uncalled for and the general look of the magazine needs some freshening up.

Does any of this get us any closer to building models? Nope. Maybe the

(Continued on page 6)

Spraybooth Logic Reference Overload

By Dave Pluth

So you sit down to decide on your next project. What to build, hmmm. You go to your shelf of doom and start to look up and down at the dozens, errrr, hundreds, errrr, thousands of kits that you have accumulated in hopes of having one speak to you. Let's face it folks, you are looking for divine intervention or some message from God telling you to "BUILD THE ZERO". But God, which one? There are a dozen or so models of the Zero, which one do I do? "SHUT UP AND BUILD". Oh, the A6M5, model 52, that's what I was thinking too.

Hey, the word has come down from on high, so you must build it. Yup, I'll build that A6M5 Model 52. But wait, I need to check my references first. Ok, let's see, I have one, two, three, ummm, thirteen, eighteen, geez, twenty-two references on the Zero. Twenty-two! I guess that's ok, more stuff to pull from, right? Wrong!

The first reference I look at tells me that the cockpit should be Aotake (that clear blue/green color). Well, I know that's wrong, but it has this crayon drawing in the book of a scheme that I haven't seen anywhere else and I'm sure it's right (even though the book is written in Polish and I can't tell what the caption under the drawing says). Maybe I should search the Internet for someone that is Polish to translate for me. No, I must stay on task.

So I decide to look a bit further. What I find next is a bit more troubling. The second book says that the cockpit should be Aotake also. But I know that isn't right. Finally the fifth book has the right color in it, I can tell because it has a photo of a restored aircraft, we all know how reliable those are. I really should look at the rest of the reference material I have before jumping into this project. I'll just casually look through all twenty-two books

before I start.

A few days, maybe even a week passes. I have now looked at twenty-two books, each more confusing than the next. One shows black landing gear, the next shows aluminum colored gear. One shows a gray zero, another shows one in American markings. Another one shows a tiger striped Zero, hmmm, that looks interesting, but the picture that supports that drawing shows the aircraft under camouflage netting, so I'm pretty sure that the drawing isn't right, but who'll know? Two other books tell me about the "purple Rufe". Well, we've discussed that one several times and know that's wrong. What to do?

So, what sources do you believe? Easy answer, the one with the pictures or drawings that will help me make the coolest model of course. Heretic! What's that you say, don't search for the truth? No, say it isn't so! Bad historian!

Ok, let me recant on that just a bit. I'm not saying throw history completely away, but I am saying that we shouldn't get carried away either. You will never determine what color an aircraft was from a black and white photo. You won't be able to tell what that unit marking is from a blurry 60 year old picture and you sure won't be able to decipher what the other side of the aircraft looks like by staring at a picture. So, make up your mind, do a bit of reading and get to work, after all, who's going to prove you wrong? One other thing about this approach is that you'll actually have a completed kit that people can point at and talk about. Right, wrong or otherwise, it is far more than most people. Build, enjoy and show it off and to hell with the critics!

All that said, I felt it may be important to recognize the early warning signs that your references have gotten out of hand:

1. If you can't find a photo that is in one of your books because you can't remember which of the twenty-two that it's in. For that matter you can't find four of the twenty-two books that you know you have.
2. If you have more books on a

- subject than the sum of the total aircraft of that type produced.
3. If the collective weight of the books on a single subject out-weigh the researcher looking at them. In my case that's a lot of books!
4. If you have to keep your books in a database to make sure you don't double order them and you have to buy a new computer because the database is too large for your old one.
5. If the public library calls you to borrow books, just like they call other libraries in the Dakota County library chain.
6. If your "gang" nickname is "The Librarian".

(Continued from page 1)

DC-10s at Roswell, New Mexico. Recently the Federal Government purchased DC-10-40, N1159NW, and flew it to Aberdeen Proving Grounds in Maryland. How can our sharp-eyed military pilots miss a HUGE target like a red DC-10?

(Continued from page 5)

bottom line here is, that is the bottom line.

If this hobby is going to grow, it's going to do it at the local levels. Our local club has a great number of very good modelers, all of whom are willing to help. We publish a newsletter with up-to-date content (nothing fancy mind you) and some pretty good articles which is on our website for free. Are we giving away the farm by offering this for free? Nope, we're helping "the hobby grow".

The greatest asset that our local club has is people. It has lots of people that have become very good friends and that's something that will keep me coming back to modeling for a long, long time.

So to IPMS headquarters I say, keep your club and your bizarre way of doing things. To my local club, I say thank you for the great times and the great friends that you've provided me.



(Continued from page 4)

sound. Unfortunately, most of us will go through this life without really knowing the true joys that only a pilot can find in the sky. As a combat pilot, this beauty must be greatly magnified by the nearness of death.

(Continued from page 4)

shave, and his boots were not shined. He was dismissed curtly and told to come back when he was presentable. However by February he had been promoted to deputy squadron commander, and in May received his first HSU. In August the regiment converted to the P-39 but only a few days after returning to the front Lavrinenkov was sent aloft to shoot down a FW-189. Since his own "17" was inoperable the regiment commander ordered him to borrow his own. Ultimately, Lavrinenkov had to resort to ramming the German to bring it down, and when he baled out the wind carried him over German territory. After several months of captivity Lavrinenkov escaped and returned to Soviet Lines. Eventually, after some unpleasantness with SMERSH he was allowed to return to the air, and in the summer of 1944 converted to the La-7. At this same time Lavrinenkov was also awarded his second HSU, and promoted to regiment commander, an assignment he resisted accepting. By now the 9 GIAP was assigned to the same 324 IAD as the Normandie Nieman Regiment, which explains the broken arrow marking on Lavrinenkov's La-7 identical to those on the French Yak-3s. And it also leads to one of the best stories of the air war. By now Normandie had received the new Yak-3, and the friendly rivalry between the two regiments was enhanced by the fact that each was flying the newest and best model of the two rival fighter lines. Eventually a mock battle was arranged to settle the issue. Louis Delfino and his wingman from Normandie standing for the Yak-3, while Lavrinenkov and his wingman defended the honor of Lavochkin. The fighters took off side by side, climbed and separated and began the duel. For once our mothers

were proven right in saying that fighting settles nothing. At least friendly fighting. The fighters and aces proved equally matched, and both sides ended up believing that they had carried the day. By the end of the war Lavrinenkov had flown 448 sorties and fought 134 air battles, scoring 36 individual and 11 shared victories. A few days after the war ended he was sent to study at the Frunze Military Academy, but when he graduated in 1948 he was assigned to command of a motor-rifle division. Fortunately common sense prevailed and Lavrinenkov continued his career through the air force command until his death in 1988 reaching the rank of Colonel General.

The junior ace on the Aeromaster sheet is Pavel Mikhailovich Boikov, who flew White 67. He was a civilian flight instructor before the war and graduated from the Stalingrad military flight school only in October 1942. Initially he got off to a very bad start showing a failure of nerve. He kept finding reasons to abort sorties; the motor was sounding rough, the undercarriage would not retract, and such, always with no problem that the mechanics could discover. Of course this was a difficult time at the front with severe losses, the Messerschmitts were superior to the unit's Yak-7s, and Boikov had been assigned Red 13. However, instead of turning him over to a penal battalion, his element leader, the ace Pavel Karavai helped him gain confidence. On December 18, 1942, flying as a pair they found a He-111 over Boguchar and Karavai helped Boikov shoot it down. The curse was lifted and Boikov began to kill on his own. On August 12, 1943 he engaged a large formation of Ju-88s and BF-109s. He shot down 2 Ju-88s and a BF-109, but was also shot down himself. Wounded and forced to bail out, he landed behind enemy lines, but was found by villagers who hid him until they could spirit him across the lines. He spent a protracted period in the hospital and was forbidden by the doctors from returning to the air. However, Boikov defied the doctors and returned to the front, conclusively dis-

proving any fundamental cowardice. This time he was assigned to the 113 GIAP which was equipped with the Lavochkin. By the end of the war he had completed 386 sorties, including 215 reconnaissance missions. In 50 air combats he scored 15 individual and 4 shared victories. Of these achievements 185 sorties, 35 combats and 8 victories were achieved after his return from the hospital. Boikov remained in service after the war until discharged in 1960, after which he became a military historian and author. Never approved for the HSU, Boikov was awarded the Hero of the Russian Federation on September 21, 1995.

FLASH! An unrelated but breaking story! The Sukhoi Su-34 Platypus has just been allocated the NATO reporting name *Fullback*.

Applause for Aeroflot -The Sound of One Hand Clapping

George Mellinger

Long known as Aeroflop, the former state airline has had a well deserved evil reputation. Eight years ago, I had the experience and it was not encouraging. The plane looked fragile and the stewardess robust, and there was no pretense of meal, or even drink service. And that was the part I could see. Rumor was that maintenance was even more tenuous than the aircraft itself. I had heard that Aeroflot was making a serious effort to improve its service, but I was an unbeliever. So it was with some reserve that I flew Aeroflot again this summer. But no choice if you're trying to get from Moscow to Volgograd.

But there have been changes. We flew a Tu-134A--3 plexiglass nose on the flight down and the Tu-134A solid nose on the return. Old planes, but all the more interesting. This time there was beverage service and even a light meal, fully the equal of what you'd get on American domestic coach flights. The seats were marginally roomier. As for maintenance, well don't look too closely at that in Russia for anything. One hand clapping for now.

Directions to the Club Meeting Location



The Internet Model Shop!
Great Stuff!
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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
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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.