

The Aero Historian

TWIN CITY AERO HISTORIANS



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November 2003



Antonov An-140 of Aeromost (Air Bridge) regional Ukrainian airline; MAKS 2003 (photo by editor)

The Parked Aircraft of Northwest Airlines

by Terry Love

With the downturn in the airlines business, especially since September 11, 2001, the nation's and the world's airlines have been reducing

their seating capacity. They do this by parking some of their fleet of jet airliners. The ideal spot to park them is a very dry and warm location. The American West provides many such parking locations. Our own local airline here in the Twin Cities, Northwest Airlines, has parked quite a few airliners. This

article is a listing of what and where all of them are parked. This listing included Mesaba Airlines, our regional service airline, operating in conjunction with Northwest Airlines.

ROSWELL, NEW MEXICO
DC-10-30 - N220NW, N226NW,

(Continued on page 6)

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TCAH This Month

The monthly meeting will be held Saturday November 8 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor baiting will begin about 12:30. So come early. This month we hold our annual club auction and elections. Come and help decide the fate of your organization.

General Meeting Minutes

October 11, 2003
by Bernie Kugel

IMPORTANT MESSAGE to club members: THE November meeting STARTS AT 1:00 PM!

We had our October meeting on a wet and windy day at Fleming. We tried our new experiment in meetings with Show-n-Tell first and the club business meeting after the break. Shawn Nyginski (hope I spelled that right) is a new member. And Fletcher and Logan Warren were guests and hopefully new Junior members. Welcome. Steve Hustad gave us the "After the R5" follow-up report. We made close to \$1700 in profit for the club. WOO-HOO!!!!

Show-In-Tell was next. The theme was "Out of the Closet" Mark Bolton brought in one of his Peregrine Falcons and a large club discussion and fascination about the birds ensued. That was really cool. I would like to thank Mark Bolton for his time he took to speak to us about his other "hobby".

After Show-n-Tell we took a few moments to break and had the election for the club logo. The Business meeting started with the results of the logo vote. Ken Hornby's "Gopher in Flightcap" has been chosen for our new logo. We will have design done by a professional artist and decide at a future club meeting what looks best. Congrats Ken.

In new business we decided to let only current and former club members attend the Nov. club auction. We are asking for members to donate kits, books, decals, etc. for the auction. The November business meeting will be held at Tom Norrbohm's house the week after the Nov meeting. **IT WAS SAID THAT ONLY OFFICERS ARE TO ATTEND. THAT HAS BEEN CHANGED. ANYONE CAN ATTEND.** We have nominations for next sessions club officers: Ken Hornby for President, Bernie Kugel for VP, and John Dunphy for Secretary. Elections are to be held at the Nov meeting. We will ask the figure club if they want to be part of our

Fleming display at our meeting site.

Steve Macy has announced that he is heading the Club Contest next year. Dave Pluth is looking for somebody to replace him as webmaster for our website, Dave Pluth is stepping down as of June.

The Nov. meeting will also be the final vote for the IPMS National bid. You can read more about it in the President's column.

As a final note, I would like to say thank you to all those who have read my column over the past year. This is my last column as club secretary. I have had a blast doing this and hope to continue as VP. Hope! And finally: THAT IS ALL (literally)

Treasurer's Report October 2003 by Tom Norrbohm

Since my last report was filed before Nordic-Con our coffers have increased considerably. As most of you know by now, we did make money to the tune of \$1600+. Some additional minor expenses and income came in after the fact and doesn't reflect any change in the mentioned figure. As of 10/14/03 we have \$6974.68 in the bank and 35 members have renewed out of 89 total. For those of you who cannot attend the next meeting, please pay me by mail. Make your check out in the amount of \$20 to TCAH and send to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420.

Contest Calendar

- | | |
|----------|---|
| 12-13-03 | TCAH Members only invitational Single Engine Jet challenge |
| 2-7-04 | 5th Zumbro Valley Scale Model Contest & Show
9:00AM-4:00PM
Stewartville Civic Center |
| 5-7/8-04 | R-5 Con- KC-Con
Kansas City Expo Center
Contact: Darren Roberts
913-782-1159
Darren.roberts@ipmsgreatplains.com |

From the President

by Ken Sallman

This will be my last column as president of TCAH and I would like to take this opportunity to thank all of you for your support and help over the last year. It has been an exciting ride (especially the last couple of months) and I have enjoyed it (really!)

I do have some news does not fall into the above categories however. After some deliberation and discussion with the other officers, I have informed Ellis Nelson he is no longer a member of TCAH. No conditions for return were given. This has been a difficult period for the club and while I'm not sure this was the best course of action, I believe it to be the only one available for the good of the club. I am publishing this decision on an open format as I feel that all members have a right to know. If anyone desires more information they are welcomed to either call or email me and I will be happy to discuss it with them.

Again, I'd like to thank you all and ask your continued support for the new officers over the next year.

On The Show Table

October 2003

Miscellaneous:

Mark Bolton Peregrine Falcon

Ken Jensen 3/4" P26A

Fishing Trawler

Miscellaneous carvings

Mike Rybak

Gundam Mobile Suit

Starblazers Paladin

1/32 Scale Aircraft:

Ellis Nelson F4F Wildcat

1/48 Aircraft:

Scott Harvieux AH-64A Apache

1/72 Scale Aircraft:

Steve Hustad four FW-190Ds

1/35 Scale Tanks:

John Dunphy Panzer III

1/72 & 1/76 Scale Tanks:

John Dunphy Merkava

Tiger I

Willys Jeep

Bernie Kugel 11 armor vehicles

Dave Pluth M-10 TD

M-24 Chaffee

TCAH Calendar & Events of Interest

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

December - Bits of History/ historically significant aircraft ; & 1/72 scale single engined jet contest

A Thank You to TCAH's Nordic-Con Helpers:

By Steve Hustad, Nordic-Con Chairman

I want to take this opportunity to thank all of those within TCAH who helped out this year putting on the IPMS Region 5 convention/Nordic-Con 2003. As you're all aware, these shows just don't spontaneously 'happen', but instead, take an ongoing effort by many individuals over a long period of time in order to bring them about. This year's show was no exception. Many people deserve a pat on the back, and I'm sure I'll miss a few, but here's the list:

There's always a core group of helpers that really make a difference, and those few deserve a special round of applause. One of those people is Jim Kaltenhauser who is always ready to 'go the extra mile' for the show, and seems to intuitively know what needs to be done, how best to do it, and when exactly it needs to happen. Jim deserves a lot of credit.

Another is our current president, Ken Sallman. Ken has a very generous nature, and is impressively self motivated. Ken took care of the vendors and helped out with the awards and numerous little details on contest day for us. Ken also knows how to get things done with no oversight. I want to clone these two guys! (These two guys were my "big knockers" as Jerry Burns used to refer to his more outstanding Vikings players when he was head coach!).

We've also been blessed with a large number of good volunteers and helpers who did continuous yeoman duty on behalf of the show who also deserve a good deal of recognition. Skip Nelson did a great job again this year with the pre-

registration and registration table management.

John Higgins did his usual very efficient, and well run & organized job with the contest categories and the judging on the day of the contest. He's got it all down pat now after four(?) years at it, and John's a guy who just takes the reins and runs with it.

Steve Jantscher took care of nearly all of the forms, flyers and Nordic-Con mailings, as well as the various advertising jobs – all together it's certainly no small task!

Jody Severson did continuous raffle table duty for us, and I think he also helped out with the registration table – thank you Jody!

Bernie Kugel, our security chief extraordinaire, came through for us once more; efficiently bouncing non-paying deadbeats back out the contest room doors – thereby insuring a continued source of general admission income for the club.

Merrill Anderson & Larry Donovan did registration table duty for us for a good chunk of Saturday too, and Merrill assisting with the judging as well.

Dave Gawboy provided on the table category sponsorship recognition cards and took control of getting our supplemental contest room lighting up and running with set up, extension cords, tape & adjustments.

Tom Norrbohm & Pat Butler took it upon themselves, and got the extra contest table leg extenders made up that we needed this year for the R5Con, and made arrangements to get those to and from the Thunderbird Hotel when we needed them. Joe Grimme made a last minute special trip over to the T-bird Thursday night on short/no notice to insure that the extenders got to us in time too for the set up which was also very appreciated.

John Roll & Mary Hovden / Roll Models, Inc. went the extra mile and graciously sponsored our very successful hospitality room at the hotel on Friday night. Roll Models also sponsored a special award and a normal category in addition to being one of (what I call) our 'anchor vendors'. Thank you!

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BERNIE KUGEL FOR VP

Hello, I'm Bernie Kugel and I'm running for VP of the TCAH for 2004. I've been a member of TCAH since Aug. 2000, and have never missed a meeting. For the past year I have been club secretary and been the newsletter distribution editor for the past 18 months, and have no plans to give that up. I am a member of the Luftwaffe SIG and have been security at the two past Nordicons.

At most meetings I spend time talking to members, not just about models, but what the goings on of the club are. I plan on being there for members, especially the newer members, if they have something to say, or some ideas. I'm there to listen and give them the best and honest answer to their issues if they want one.

I plan on helping with the club contest in April and a monthly column in the newsletter about news in modeling and aviation history.

Thank you,
Bernie

Jonh Dunphy for Secretary

Hello. I am John Dunphy I have been a member of TCAH for 3 years and I am running for the secretary's position in the next election. I feel I can bring the attention to detail this position demands with my background in the graphic communication industry that I have been in for the last 20 years. I have also been a certified downhill ski instructor for 9 years in which I have had to come up with detailed lesson plans for my students. I would appreciate your support on election day. Thank you.
-John Dunphy

Tweezer's Election Picks

I asked Tweezer to give us once again his election picks. He was in a mood more foul, or perhaps more fowl than usual. All I could get him to say was: "I picks my teeth, I picks my nose, I picks my toes", without bothering to specify for what office each was intended. So I guess you'll have to "vote your conscience" - if you have any.

Spraybooth Logic Forget the Children

By Dave Pluth

Oh my, what is that you said? Forget the... Ugh I can't even repeat that ugly title. No Dave, say it isn't so!! You bastard!

Ok, ok, maybe the title is a bit harsh, but the feeling is still there.

What's that you say? You hate children? Well, you just don't have any of your own, that's why you don't care about them.

No, how about just letting me talk for a second here before drawing conclusions. When I say forget the children, I mean with regards to modeling. One of the large IPMS pushes is for the make-n-take program. In fact they have asked for a voluntary donation from each of the clubs to help support this program after the hobby industry pulled their support. Thus far several clubs have fallen for this and actually donated.

Ok, ok, maybe once again I'm a bit harsh. I guess I'm just somewhat at a loss to figure out who this program benefits? Putting a kid in a room with a bunch of other kids to build a relatively crummy kit (the last ones I saw were Airfix Zeros and Vals, nice choices subject-wise, but still not very good kits). The kids assembled them with the sticky glue that smells like oranges and ended up with some gray looking things that somewhat resembled planes with King Kong sized fingerprints on them.

Now all that's well and good, but what did it prove? Dad could drop the kids off with complete strangers at a model contest so he could go look at the cool stuff in the other room? That little Johnny could build a model? That now little Johnny will be a modeler by virtue of this one kit and that he will carry the memory with him for the rest of his life? Well, maybe, but I seriously doubt it.

Think back to your beginning days of modeling. What got you hooked? For me, with airplanes, it was the pictures of airplanes that my dad brought back from the war. Before that it was the friend of mine whose dad raced stock cars at the

local dirt track. I remember one summer building just about every Revell/Monogram car kit that there was. Each car took a total of one day, but was a masterpiece when I finished it. Looking back, what I built was basically pretty bad, even for a kid my age, but I truly enjoyed the heck out of it.

For many of you out there, your first memory of modeling was that it was something that you did with your Dad. Dad sat down and helped build that first kit with you and told you how terrific you were at modeling. It really didn't matter much if you were actually any good at it, he was simply proud that you tried.

My Dad wasn't a modeler, but he dutifully brought me to Woolworth's to pick out the next masterpiece that I would work on. He bought the glue and putty (although I was never really that sure what the putty was for) and he encouraged me as best he could, especially since he had no real talent in this area himself.

So now we fast forward into the late 90's and early 2000's and what are we doing? Well, having Dad at home encouraging his kids to model, isn't enough anymore, after all we all know that dad's are super-busy guys. So, we have to make it a social function. Kids have to have a program to do this because if they do it alone, they will become anti-social, mean and they may build (insert suspense music here) CARS!!!! Oh no, not that!!! If it's not an organized activity like little league baseball, mites hockey or 5th & 6th grade football, it's not something that kids should be involved in. If you can't have a fundraiser and buy a uniform for it, it's not a real activity. I think we've truly missed something here folks.

So, where should our efforts be made, if not a 6 year old that will build one kit during their childhood? That's simple, 25-45 year-olds.

Most have the time and disposable income to be able to buy the correct tools and decent models to start their hobby in the right way. No ill-fitting Monogram kit whose molds are 30+ years old and no longer are for beginners. No sticky

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Web Sites of the Month

By Terry Love

The theme of this month's column is websites dedicated to various aircraft. There are numerous, numerous websites showcasing just one aircraft. Usually they have just about everything that you would want to know about that aircraft. Most have other links to other websites pertaining to that aircraft, the units that operated it, etc. So here are this moth's selections of various modern aircraft. Enjoy.

1 - WWW.ABLEDogs.ORG Just as the name implies, this site is about the Able Dog, or the AD Skyraider built by Douglas Aircraft. See the next website for more data and information on the Skyraider of Korea and Vietnam fame.

2 - WWW.SKYRAIDER.ORG This is an expanded website that is complimentary to the website above. Between the two, you will find EVERYTHING that you ever wanted to know about the Skyraider. This site has quite a bit of information on the organization itself.

3 - WWW.FA18.CO.UK Yeah, I know. This is a British website on the FA-18, but actually it is a very good one. Lots of photographs, especially of the European and foreign FA-18s.

4 - WWW.OV-1.COM I had to through this one in on the fabulous Grumman OV-1 Mohawk. This is the website that is associated with the American Wings Museum at Anoka County Airport, that was begun by our deceased member Mike Langer and his Mohawks.

5 - WWW.SKYHAWK.ORG The Douglas A-4 Skyhawk was a mainstay of US Naval Attack Aviation for years and years. Although this website has a little bit about the organization, it has LOTS of great data and information on the Bantan Bomber. Lots of great photographs.

6 - WWW.AC-119GUNSHIPS.COM Well, here is a different website for you. It has anything that you ever

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Columbia Accident Investigation Board Report Reviewed

by Steve Jantschert

It's not often that I write a book review for a free publication, but the space shuttle Columbia Accident Investigation Board (CAIB) report, issued on 26 August 2003 is available for free download in three different .pdf formatted file sizes from NASA at (<http://www.nasa.gov/columbia/home/index.html>). This is a fully illustrated 248 page report on the proximate and systemic causes of the loss of the space shuttle Columbia during the return to earth portion of mission STS-107 on February 1st, 2003.

Most aviation enthusiasts know by now that "The foam did it!". During the launch, the external tank shed a piece of foam insulation weighing approximately 1.7 pounds. This occurred at 81.7 seconds into the ascent of Columbia, at an altitude of 65,600' while traveling at a speed of 1,650 mph. This chunk of foam impacted the reinforced carbon carbon leading edge of the left wing at a relative velocity of over 500mph, causing a sufficient breach that later let in 8,000° F plasma during the decent. Internal aluminum structural members of the wing had a melting point of a little over 1,300°F. This superheated air eventually caused sufficient damage to the internal structural components of the shuttle's left wing, burning through the top of the left wing,. This caused such warping that it created aerodynamic loads that overwhelmed the autopilot directed rocket thrusters and flight controls, finally forcing a loss of control through simultaneous left yaw and right roll aerodynamic forces. At one point near the end, the shuttle was hurtling backwards at over 12,000 mph. Total break-up followed, lasting over a minute. While the accident was non-survivable, numerous shuttle components and equipment were recovered in remarkably good condition. Even a group of worms from one of the experiments not only survived, but continued to reproduce after re-

entry.

That's what happened. But the report deals with many factors surrounding that conclusion, that should be of interest to the average "aero-historian". The investigative work at reconstructing the physical events that caused the accident read like a forensic detective novel. Even though the "foam theory" surfaced quickly after the accident, the board charged with the investigation examined almost every possible source of the accident, only eliminating those items that did not conform to the data and evidence in hand. Even now, many possible causative factors remain officially "open" (such as the possibility of a bird strike during ascent or micro-meteorite / space debris impact in orbit).

If the first half of the report covers the nuts & bolts of an accident investigation, the second half looks at the underlying problems with NASA, and their operating environment. This, it is shown, condemned the crew of STS-107 just as much as a wayward piece of foam. Numerous attempts were made by low level personnel to bring to the attention of responsible upper level NASA management their uncertainties concerning the possibility of foam impact damage from the incomplete ascent film footage. Analysis (after the fact) showed that had the breach in the leading edge been discovered as a result of a request made by NASA underlings to use US DoD reconnaissance assets, a viable rescue attempt could have been made by the shuttle Atlantis. Such a request was over ridden by managers who did not believe foam damage was serious. It was however, the normalization of this deviancy that blinded the responsible management personnel to the possible peril of the witnessed foam strike. You see, the orbiter was never designed to be struck by anything during ascent! Every shuttle mission since the first launch had however suffered differing levels of damage due to foam shedding and subsequent impact. Over time, the responsible safety personnel came to believe that

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N228NW, N237NW
DC-10-40 - N133JC, N141US,
N144JC, N147US, N151US,
N155US, N156US, N159US,
N161US
727-251 - N201US, N202US,
N203US, N220US, N284US,
N285US, N286US, N287US,
N288US, N291US, N295US,
N296US, N297US, N298US,
N722RW, N728RW, N729RW,
N816EA, N817EA, N818EA,
N819EA, N820EA.
747-251B - N612US, N614US,
N615US.
DC-9-31 - N952N
MARANA AIR PARK, ARIZONA
DC-10-30 - N241NW, N243NW,
N244NW
DC-9-14 - N3312L
DC-9-31 - N1799U, N9336, N9330,
N8905E, N676MC, N623NW,
N670MC, N675MC
MD-80 - N301RC, N302RC,
N307RC, N309RC, N311RC,
N313RC, N314RC, N931MC
727-251 - N269US, N270US,
N273US, N277US, N727RW
A-320 - N325US, N334US,
N335US
747-151 - N606US, N607US,
N608US, N610US, N611US,
N612US, N613US, N620US,
N621US, N622US
757-251 - N503US, N514US,
N516US, N518US, N519US
DHC-8 - N822MA N826MA (all from
Mesaba Airlines)
GOODYEAR, ARIZONA
DC-10-40 - N152US
747-251B - N626US, N627US
KINGMAN, ARIZONA
Metro III - N2691W, N671AV,
N672AV, N673AV (all from Mesaba
Airlines)
F-27 - M278MA, N280MA, N284MA
(all from Mesaba Airlines)
J-31 - N300PX, N301PX, N302PX,
N303PX, N305PX, N307PX,
N308PX, N310PX, N311PX,
N330PX, N332PX, N333PX,
N335PX (all from Republic Express
obtained from the merger of Repub-
lic Airlines and Northwest Airlines)
LAS VEGAS, NEVADA
F-27 - N278MA, N282MA (all from
Mesaba Airlines)
A-320 - N305US (damaged)
DHC-8 - N802MA, N816MA,

N819MA, N852MA (all from Me-
saba Airlines)
MOJAVE DESSERT, CALIFORNIA
DC-10-30 - N228NW
DC-9-31 - N8957E, N8979E
747-151 - N604US, N605US,
N609US
PHOENIX, ARIZONA
DHC-8 - N806AW (from Mesaba
Airlines)
WILLIAMS, ARIZONA (ex- Will-
iams AFB near Phoenix)
J-31 - N304PX, N306PX (all ob-
tained from Republic Express in the
merger of Republic Airlines and
Northwest Airlines)
TUSCON, ARIZONA
727-251- N266US, N267US,
N269US, N270US, N273US,
N725RW
F-27 - N268MA (Mesaba Airlines)
747-251 - N603US, N613US,
N668US (N668US is a very low
time 747-400)
(also noted is that there is Boeing
377 Stratocruiser N74603 here, but
it ownership is in doubt) This is
all of the aircraft that Northwesst
Airlines has parked as of Septem-
ber 1, 2003. There will be more
parked this fall and later. Most of
the parked aircraft have lots of time
left on the airframes, and can be
made flyable again, if necessary.
Some have been parked for quite
some time, like the Republic Ex-
press J-31 Jetstreams, the Mesaba
Airlines F-27s, the Metros III, and
DHC-8s. Some will probably never
fly again, like the early Boeing 747-
151s. Some will certainly fly again
like the Airbus A-320s, and the
Boeing 757s. Northwests Airlines
pays a monthly fee per aircraft to
park them. Some fees are as low as
\$100 per month. Other fees are
much higher. Roswell, New Mexico
is full, and Marana Air Park is al-
most full. Lots of other airlines and
branches of the military and govern-
ment also have aircraft parked at
these and other locations. All North-
west Airlines aircraft have their titles
removed or painted over. Some of
the aircraft that will probably never
fly again will eventually be
scrapped. Some aircraft that are
taken out of service with Northwest
Airlines are directly stripped of use-
ful parts and scrapped. The ones in

storage are usually in fairly good
shape.

In summary, Northwest Airlines
has 18 Douglas DC-10s, 33 Boeing
727s, 21 Boeing 747s, 12 Douglas
DC-9s (the DC-9 is still one of the
best money makers for NWA, and
NWA owns the vast majority of
them - not leased), 8 Douglas MD-
80s, 4 Airbus A-320s, 5 Boeing
757s, 7 DeHavilland DHC-8s, 6
Fairchild F-27s, 15 Jetstream J-31s,
and 4 Metro IIIs parked at various
locations listed above. This comes
to a total of 133 jet airlines parked.

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since nothing bad had happened so
far, these impacts and subsequent
damage were acceptable. So much
so, that their repair during overhaul
was even scheduled into the orbiter
turn-around time. The report points
out eerie similarities to the Chal-
lenger loss when engineers discov-
ered previous "O" ring burn-
throughs, and normalized this de-
viation from design by the belief
that the second "O" ring would seal
an inner "O" ring breach.

The culture at NASA, as defined
by the CAIB report does not bode
well for the future of United States'
manned space flight. Numerous
cultural problems are highlighted by
the report, the most damming of
which draws many similarities be-
tween the lessons that were sup-
posed to have been taught as a
result of the Challenger loss, but
were not. These institutional failings
contributed directly to the underly-
ing environment where the para-
digm of operations as usual pre-
vented the responsible managers
from even requesting such actions
that very well might have shown the
damage to Columbia, and instituted
a rescue attempt

This is a very well written docu-
ment that is a detailed investigation
of an event and an indictment of an
institution in disrepair. I highly rec-
ommend downloading it, and at
least reading the various executive
summaries.

Also of interest is the 23 page
cover article published in the No-
vember issue of *The Atlantic*

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glue, only real glue that puts hair on your chest and makes your eyes water, and alters your genetic code. At this age, you can generally afford to get the good stuff, that stuff that will keep you interested and keep you going back to your local plastic pusher. Stuff that even with limited skills will make you look like a pretty darn good modeler.

But how do we do this? The answer is even simpler. Advertise in magazines like Air Classics, Flight and whatever the current car, armor and ship journals are. Sell folks on the idea of the hobby and the joy that it brings so many. This is indeed your target market. People with money (can kids afford some of the better kits of today and better yet, can they even buy glue?) and some free time and most of all a passion for their topic, be it aircraft, ships, figures or cars. These are people that may enjoy doing something with their hands instead of staring at a computer or television screen endlessly. These are also people we need to have our hobby survive and grow.

So what about the children then? Will they go plastic-less? No, absolutely not. As these new modelers are brought into the fold, they are bound to reproduce. When they do, they can share their shelves of doom with little Johnny and maybe even little Sally. They can have those quality Dad moments with their kids and pass on the love of the hobby (until the kid discovers girls of course, and then the kid won't even be able to spell airplane or Hasegawa anymore) to another generation of future modelers.

So what's the bottom line? Forget the kids, at least for now. Concentrate on the adults that will have the next generation of modelers in their family. If you are lucky enough to have kids, take some time and sit down with them and build a model. You won't regret the time that you spend or the look of joy on their face when you blow that model up in the back yard with a firecracker.

Now, go build something and this time, take your kids with you.

(Continued from page 3)

Dave Pluth & Ryan Toews for their superb seminar/display that they put on in the contest room Saturday afternoon on Japanese WW II aircraft modeling, Japanese aircraft relics/artifacts, and how their web site(j-aircraft.com) can dovetail in with, and help modelers of this fascinating area of modeling.

Bob Steinbrunn, for his wonderful seminar on the planning, research and construction of his fabulous model of the USS Kidd Destroyer.

There were a whole bunch of other guys who contributed with the table set up the night before, as well as stepping in to do odd jobs as necessary during the two days of the convention who are not mentioned elsewhere in this column.

They are: Gary Anderson (set up and display), Rob Doyle (security), Jack Mugan & Dennis Strand (set up), Dave Weitzel (set up & photography of the winning models), Rick Swanson (TCAH supplementary contest room lighting storage & transporting), and Steve Erickson (set up). Also; Johannes Allert, Don Burgoyne, John Dunphy, Ken Hornby, Steve Macey, & Emil Salinaz.

Many TCAHers also made it their business to support the club and Nordic-Con through their generous sponsorship of a special award (or awards - plural!) and/or an individual category trophy package. Those contributors included: Ken Sallman, Jim Kaltenhauser, Mark Copeland, Roll Models, Inc., TCAH Luftwaffe SIG, IPMS/RPM (Twin Cities), IPMS/ Great Plains (Overland Park, KS), IPMS/Lakes Region (Illinois), IPMS/Fort Crook (Omaha, NE), IPMS / Gateway (St. Louis), and IPMS/Winnipeg Canada.

I know I've forgotten some other individual TCAHers who contributed, and/or helped out with raffle table donations, purchasing vendor tables, doing miscellaneous 'gopher work', and so on during the two convention days - and to those people I apologize, but you know who you are.

In closing, I think you're all aware that I'm stepping down as Nordic-Con Chairman - finishing with this 2003 Regional show. I think five

years is enough, book ended with the two Regional conventions in 1999 and 2003, and frankly I'm burned out. More than six months ago, I announced that I was stepping down, and asked for someone to step forward and take over this duty. But as you're also probably aware, no one has come forth to assume the Nordic-Con chairmanship reins, so our annual show will not continue past this year. Maybe it can resume in a few years once everyone's 'batteries get re-charged', who knows?

So, to everyone who's helped out with this effort over these last five years, you have my thanks and gratitude, and the appreciation of your fellow TCAH members - Good job guys!

(Continued from page 5)

wanted to know about the Fairchild C-119 Gunships of the USAF and the Vietnamese Air Force, and their use in that conflict. You might find some interesting things about them at this website site. Check it out.

That is all until next month. Happy surfing.

(Continued from page 6)

Monthly, "Columbia's Last Flight", by William Langewiesche. Not only does this article recap the findings of the CAIB report, but relates significant behind the scenes activities of how the board operated and fought with NASA for independence and control of the investigation.



The End

Directions to the Club Meeting Location

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 4-way 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.

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.



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