

The Friedrichshafen FF G-IIIa 8602/18 of Boghol 8, Bosta 25 on the Western Front October 1918  
Modeled by Seve Hustad from a Sierora Vacuform kit. Photo by Steve Jantscher

## FROM THE TRENCHES

By Merrill Anderson

For 2003, the centennial of powered flight, things are definitely looking up. RPM has released 7 versions of their FT-17 tank in 1/72, and Part has released PE details for them. 1/72 armor modelers now have a wider selection (and better quality) than ever for WWI. Eduard, has made a big splash with the 1/72 crowd, announcing not only a De Havilland DH2, but also a SPAD XIII, long desired by allied modelers. (The old Revell, aside from being half 1/68 scale, had a host of problems) From the look of the box art published at their website (, both

square and round wingtip versions may be offered. Eduard, who have been a bit evasive about their 1/48 Sopwith Camel, have released box art for FOUR versions (2&2 profi-non profi) Maybe they really will release a kit, they claim, (unofficially, deniably,) that the Camel will hit the shelves this summer. Hi Tech, has released the 1/48 Breguet 14 A2 Photo, the Recon version of the Bomber they released last year. They still promise a 1/48 Voisin 10 and a Gotha G.III for this year.

As for other promised releases, Roden has released their Albatros D.V, (with the disappointing, but expected, three-part wing) and the

Viper powered SE5a. Early reviews look good. The Eduard Junkers J.1 is out, kit reviews are still not out, but if you ever want to build a WWI plane, this one should be a gem, big, angular, and no rigging. Part has published a raft of releases, but has not done sets for the Albatros W.4 or the D.V, or the SE5a, although I hope they will be out shortly. PJ Productions has released their resin 1/72 WWI pilots, the picture looked nice, but gray resin and a small picture may be deceptive.

The big German Toy/Hobby fair has resulted in a flood of kit promises, from old and new sources.

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## TCAH This Month

The monthly meeting will be held Saturday March 8 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30 PM. This month winter is not yet finished nor spring begun. So the theme is "Come as you are". What you are working on at the time of the meeting, your work in progress. The kit not yet relegated half-built to the shelf of doom.

## General Meeting Minutes

February 8 2003

by Bernie Kugel, Secretary

We had our lastest meeting at Fleming Field on February 8, with a large attendance. Dave Heffernan has re-upped his membership. And we have 3 possible new members, John Dillon has come to us from Winston-Salem NC, He builds cars and is just getting into aircraft. Corrie Bergeron is into "funny looking" aircraft. And Rick Schierer is into 1/48 aircraft. Welcome all.

In old business, Johan talked about the Club Contest in April, and is still looking for people or groups to come up with individual awards, and asking John Higgins about using the Judging crew to practice for the R5 later this year. Dave Pluth has put our new website up. Tom Norrbohm is the 1st "Modeler of the Month". Dave is looking for people to give him articles, pictures of collections, contests, etc, things to put on the website. So let's all pitch in and give him a hand. The February business meeting is at Ken Sallman's house on the 15th. You can read about it in the business section of this newsletter.

We also made plans on the other business meetings to be held this year:

Our new Club Roster is up, you should have received it in you last newsletter, or pick one up at the next meeting.

Steve Hustad brought us up to date with the R5 in Sept. We will have two seminars on internet modeling, Dave Pluth will discuss his J-aircraft site and we will also have a Russian themed website as well. We will have a R5 convention meeting at the March business meeting, so if you are part of the R5/Nordicon Team it is suggested you take part in the March business meeting.

In new business, Northwest Orient is opening a museum in the Twin Cities. See Terry Love's column for info. John Roll told us that Marco Polo Distributing may be out of business and that Hasegawa kits

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## On The Show Table

February 2003

1/300 scale

Academy XB-70

In 1/72 scale:

Corrie Bergeron:

MiG-29UB

J-2M3 Raiden

Mark Bolton:

Hasegawa Hurricane IIB

Frank Cuden:

Pavla AT-9 Jeep

Steve Hustad:

Sierra Scale Vacuform -

Friedrichshafen G.IIIa

Jim Kalltenhauser:

Special Hobbies XP-77

MPM XP-85 Goblin

MPM Grumman FM-2

Hasegawa P-40N

Super Model Re 2000

Ken Hornby:

MPM N3PB Nomad

Ventura Spitfire XI

George Mellinger:

A Model Yak-15

A Model Yak-17

Skarabei MiG-9

Dave Pluth:

Italeri Spitfire IX

1/48 Scale:

John Eian:

Hi-tech Mystere IVA

Monogram F-104C

Steve Erickson:

Hasegawa BF-109F

Gull Models vacuform

Macchi C.202

Tamiya P-47C WithLoon

resin cowling

- unfinished

Bernie Kugel:

Azur VG-33

Ventura Nakajima Kikka

Hasegawa/Monogram

Ju-87B

Tom Norrbohm:

Hasegawa BF-109G-10

Ken Sallman:

Hasegawa Ju-87G-2

Dennis Strand:

Fine Molds Nakajima Kikka

On the **dark** side:

John Dillon:

Stutz Blackhawk LSR Car

George Mellinger: (1/35 scale):

Skif T-64A tank

Skif MT-LB APC

Skif 2S1 122mm SP gun.

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may be hard to get in the future, and Jaguar is no longer in production. Instead of an annual club banquet we will have Pizza and soda for the awards ceremony at the April meeting.

We got our IPMS renewal so we are good for the year. We need nominations or someone/s for the Nordicon Chair. If we do not get people to run this, our annual convention may cease.

We took nominations for our annual awards, which are listed below. If I forgot anyone, I am deeply sorry. Until the next time, Keep your stick on the ice

### Club Awards Nominations

#### Best Modeler of the Year:

Mark Krumrey, John Eian, Bernie Kugel, Steve Hustad, Tom Norrbohm, Steve Macy, Dave Pluth.

#### Historian of the Year:

Dave Pluth for Captured Japanese aircraft; Terry Love for his Airline research; Merrill Anderson for his work in WW1 subjects.

#### Newsletter Article of the Year:

George Mellinger for the Logic of Tweezer the Geezer; Merrill Anderson for his WW1 articles; Dave Pluth for Spraybooth Logic.

#### Member of the Year:

Dave Pluth, George Mellinger, Bernie Kugel, and Steve Hustad.

### Treasurer's Report February 2003 by Tom Norrbohm

We have 78 members including Life Members.

Dave Heffernan rejoined us after a brief hiatus, and welcome new member John Dillon of St. Cloud. His address is:

John Dillon

1615 15th Ave. SE, Apt. 344

St. Cloud, MN 56304

320-656-5405

jmd969@hotmail.com

Our balance as of 2-15-03 is \$6131.63

### From the President

By Ken Sallman

As you can see from Bernie's minutes, we had a good business meeting this month. One of the items that came up was our current logo. It has served us well over the years but we all agreed that maybe a new one would be in order to go along with our slick new web site and other opportunities coming up. It was decided to conduct a contest open to ALL current members (including life time members) of TCAH for a new design. It is not necessary to be a professional artist (even though we have at least three currently in the club) to enter. We're first and foremost looking for ideas; if it's a bit rough, we'll lean on one of our resident artists to clean it up. While the theme is wide open, it would be nice to tie in our interest in aviation history and the Twin Cities (the state's outline has already been usurped by the Zumbrota chapter) and please... no naked ladies!!! We did not decide how long the contest should last, so as your beloved president, I'm arbitrarily setting the June meeting for the judging, this way we'll have time to incorporate the new design into the R-5 convention. How we choose the winning entry was not discussed but we can decide on that at the March meeting. To help get the creative juices flowing, it was decided to award the winner with a \$100 gift certificate to Roll Models. That, in addition with the knowledge that the winning design will represent TCAH worldwide should make for spirited competition.

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### TCAH Calendar & Events of Interest

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

Apr11 - Club Contest/ no theme

May - That 70's Kit/ any kit with a production date from the 70's

June - Itsy Bitsy Airplanes/ 1:100 scale or smaller

July - Kits that should have stayed in the box/ builds that look the best with firecrackers taped to them

August - "Those Magnificent Men in Their Flying Machines"/ Any aircraft from 1789 to 1920

September - Murphy's Law/ aka, I should have known somebody would come out with a better kit.

October - Out of the Closet/ what else do you do besides airplanes

November - Club Auction/ no theme

December - Bits of History/ historically significant aircraft ; & 1/72

### Future Business Meetings

March 15: John Roll

April 19?: Frank Cuden

(bring your passport),

September 20?: Johan Alleert

October 18?: Terry Love,

November: 15? Jim Kaltenhauser.

### Contest Calendar

2-22-03	Zumbro Valley Scale Model Contest 506 1st Ave. North East Rochester, MN Contact: George Romano 507-281-4175 romano@infonet.isl.net
3-22-03	KC-Con Model Contest IPMS Great Plains Holiday Inn 8787 Reeder Road Overland Park, KS Contact: Darren Roberts 913-782-1159 Darren.roberts@ipmsgreatplains.com
9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad

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One of the other issues discussed was obtaining some items (coffee mugs, shirts, caps, etc.) with the TCAH logo. Dave Pluth uses a vendor for j-aircraft items which can be used for individual as well as group photos. More information on this will be presented at the meeting.

Remember we will be holding elections for the outstanding members in March so take a look at the candidates and come prepared to cast your ballot.

### **Business Meeting Minutes February 15, 2003 By Bernie Kugel**

We had our latest business meeting on Feb. 15 at our President Ken Sallman's, house. In attendance were: Ken Sallman, Johan Allert, Steve Macy, Dave Pluth, and myself.

In old business, we discussed the upcoming club contest in April. Steve Macy has spoken with a person about trophies. If you want to produce a Special Award, please let us know by the next business meeting, March 15.

Voting for the Annual Member Awards will take place at the March club meeting. If you are unable to attend, you can cast an absentee vote with Tom Norrbohm. Before the next club meeting, March 8, either call or e-mail. For those of you attending the meeting you will be handed a ballot and your name crossed off on the roster.

In new business, the Nordicon chair(s) was discussed, and we decided to talk more about it at future meetings. New Addendum: TCAH will sponsor trophy packages to other chapter's competitions, whose chapters sponsor trophy packages at our competitions.

We are also talking about having TCAH merchandise available to people (mugs, t-shirts, etc.) with the TCAH logo, Dave Pluth has a service which makes items for his website, and we would like to do the same. Finally, it has come to the

clubs attention that the current TCAH logo is getting old. An idea for a club contest for a new logo is in the works, more on this at the next meeting.

That is all.

### **April Contest Reminder The Committee**

We on the TCAH Contest committee trust that you are busy gluing your fingers together & building your masterpieces for the April Contest. A reminder to all that the TCAH Club Contest will be held at Fleming Field on the Second Saturday of April during the regular meeting. A few other reminders to that you either were not aware of or were not mentioned are: Trophies - The TCAH Memorial Award will be decided by popular vote and this years theme evolves around "Best RAF Subject". SIG Trophies - Those wishing to put out an award from their SIG, PLEASE let us know no later than the next meeting. Make sure that the award will be ready ON and NOT after "Game Day". So far, we have a special award for "Best Naval Subject", others have made mention, but no definite statement concerning any other SIG awards, so let the Committee know no later than March. Miscellaneous Category - We have always been a club of aviation enthusiast; however, many of us build armor, cars, ships, figures..PLEASE be aware that we DO have a Miscellaneous category and we encourage you to bring other subjects for that category. Despite the good natured ribbing of Miscellaneous category being also referred to as the "Target Category", I and many others enjoy looking at other subjects, so please bring them in..as long as they were built in 2002-03. That's all for now ! See you at the March Meeting!

### **TCAH Website News**

By Dave Pluth  
master webmaster

As most of you know by now, the new TCAH website is up and running. While there are a few sections that will be added, what you see right now is pretty much complete.

Each month we will be adding features (we need these written if you'd like to volunteer), new "featured members" and "meeting updates". Thus far, this approach has been pretty popular.

Here is what the stats look like to this point (February 15th) this month.:

Average number of visitors per day in the last week, 193.

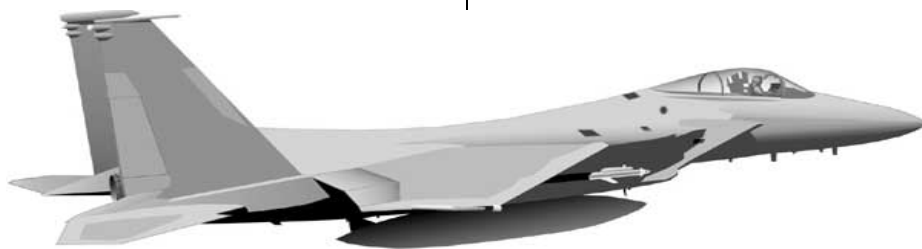
Average visitors one month ago, 100.

Most popular pages "On the Table" (meeting photos) 455 visits through the first 15 days.

Most popular download – February 2003 Newsletter, 272 downloads.

So things are going well thus far. We are still in need of photos of past Nordicons (scanned preferably) for the Nordicon section. We still need someone to index newsletter articles to make searching old newsletter easier for readers. We also still need people to handle the "Meet the Members" section. In the coming months, we will be adding a "Gone West" section that will be a tribute to members that have passed away while in membership/ longtime members and founding members. We will also be working on some "live" coverage of Nordicon.

If you'd like to help out with something on the website, please give me a call, or even better an e-mail to show you're actually connected on line!



## How to Save the Hobby

### A signed editorial

by Tweezer the Geezer

Okay, you want me to put down my paint brush for a minute and spell it out what's killing this hobby? It's the Irrationally Psychotic Modelers Society. That's who. They're the ones who undo everything they say they're trying to achieve with their Take-n-Break. And not making it any easier on the assorted kids - and adults - who might come to the hobby on their own.

A big part of the trouble is that the IPMS (see above) can't make up their minds what they want to make the hobby be. Trying to boost the hobby as both an adult and a kid thing, they've come to a fork in the mind, and as a result they mind-fork the rest of us.

On the one hand, they're really hung up on gaining "respect for our hobby". There's this obsession with being seen for the "true craftsmen we really are", proving to all that we're doing an adult hobby and not "playing with toys". Yeah. Ol' Tweez' suspects that this obsession is what's really at the bottom of a lot of our "contest mania". Even back when we really were kids, back in the days when I was a snot-nose called "Tweezer the Sneezer", we were embarrassed about our hobby. Back then when every other kid was a little-league super star and in high school when every other guy was taking turns riding "the town bike" (or so we believed), we were busy with our "dorky" hobby, and feeling very defensive about it. And now fifty years later we're still demanding the respect we're afraid we won't get, and really don't need. Why? Do you still care what Al Bundy thinks about you? Course not. But we're still on an immature quest for the mythic validation. And that means that every model has to be built with the all the skill and pristine craftsmanship to qualify as a modern successor to Faberge eggs. Exact in every detail from dimensions and shape, to colors and markings, to the exact layout of the cockpit instrument panels. And any model not up to Choquette standards is unfit to be seen

in public, let alone a contest. And contests are all that matter 'cuz that'll prove we're really serious and not playing with toys!

And then there's the other voice which insists that IPMS is all about making the hobby a good thing for kids. Remind everyone that modeling is not really for adults but is a kid-friendly activity. And the hobby and conventions have to cater to kids' tastes. But doesn't this emphasis on the hobby as a kid thing undo all the efforts to make us out to be a bunch of serious adult craftsmen? And doesn't all the hyping and pumping about "an adult pastime" scare off a lot kids? At least all those kids who don't misinterpret "adult pastime" as indicating entirely different - and are bummed out when they discover that in this case "adult" doesn't mean what they hoped.

And there's another thing that's encouraged by this neurotic craving for "validation" as an adult skill. What gonna happen when our budding modeler, fresh from Shake-n-Snake, still in the throes of enthusiasm, goes for the first time to his local hobby dungeon? He going to discover the cost of an "acceptable" kit. And who's to blame? Partly the "Influential" stretched sprues who insist that no kit can have respect unless it has 500 parts including individual instrument levers and rivets, all panels break-away to reveal detailed engines, fuel tanks, instrument gauges, and control cables, and is 50% photo-etch. And then you have to have some aftermarket add-ons. And you can't use kit decals. And of course none of this is made for the despised 1/72 scale. And of course if 1/48 is the smallest scale acceptable, 1/32 is really more respectable. And then the kid learns that a brush and a few bottles of Testors don't make the grade either. If he's going to be a part of the hobby, he's got to have an air brush. And also a Dremel tool and, and, and... For a kid on an allowance, dope's going to start looking fairly cheap by comparison. Who's to blame? Hey, Guyzzz, you know who.

Yeah, I agree. No reason why modeling can't be for both kids and

adults. It should. In fact there's no reason it shouldn't be a juvenile pastime for adults. And it is for those honest enough to admit it. As a result of smelling a lot of brush cleaner, I'm entering my second childhood, and there's a lot of guys in any IPMS club who've never really left their first. Look to your left and your right on Saturday. Novice and kid categories in contests may help some, but not for long. Sooner or later the kid realizes he either has to ante up for the airbrush and dremel, or give up the hobby and go to Little League.

And another big part of this expense problem is that everybody thinks there's a gimmick that will turn a mediocrity into a Mugan. Like the latest fad - canopy masks, needed presumably by modelers so dumb they think they've got to airbrush their canopy frames. No, don't get a life - get a brush, a small pointy-tipped one and learn to develop a steady hand. And maybe some other skills instead of expecting manufacturers to make the kit fall together for you. Hell, even Tweezer can paint a relatively straight line and generally keep within the outlines on the canopy most of the time. And you know how much MEK has passed through my motor neurons. An even newer abomination is kits which come with, 'pre-painted canopies'! Honest. It's the end of the world! Why not just sell the kits already pre-assembled and painted? Of course this costs extra. And aids in the lack of skills acquisition. And cheapens it for us reactionaries who believe in actual building. And also for the real workbench geniuses (and we all know who they are) who win our respect via their skills and not their wallets.

You want to grow the hobby? Then get out your nippy cutters and trim the crap. Dump 90% of the aftermarket gimmicks and expensive exotics, and return to the old days when craftsmanship was substituted for hype. But you ain't gonna hear the box-scale minds say any of this, because that might cost them "influence" with the industry - and maybe also show they they've

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## Here Come De Judge Armor & Military Vehicles

By John Higgins

### Contest Judging; Basic Construction

1. Flash, sink marks, mold marks, ejector pin marks, provisions for motorization eliminated.
2. Seams filled where applicable, especially on cylindrical parts such as gun barrels, wheels and auxiliary equipment.
3. Contour errors corrected.
4. Gaps between upper and lower hulls blanked off to prevent see through effect.
5. Gap/overlap at point where track ends join eliminated.
6. Machine guns, main guns, exhausts, vents, etc. drilled out/opened up.
7. Cylindrical cross section of gun barrels maintained.
8. Track pattern (cleats) facing in the proper direction on both sides of the vehicle.
9. Alignment:
  - A. Road wheels on tracked vehicles (along with idler, drive and return rollers if any) at the same distance from the lower chassis centerline.
  - B. Road wheels sitting flush on the track.
  - C. Tracks vertical and parallel.
  - D. All wheels/tracks sitting firmly on the ground.
  - E. Vehicle components square and aligned.
  - F. Guns (on most turreted vehicles) parallel to turret centerline when viewed from above.
  - G. Item positioned symmetrically on actual vehicle (headlights, fenders, etc.) positioned symmetrically on model, unless represented as damaged.

### Details

1. Parts that are thick, over scale or coarse should be thinned, modified or replaced.
2. Weld marks should be simulated where applicable.
3. Extra parts should be added if practical, with references used to confirm their existence on the actual vehicle. Such parts should be as close to scale as possible.
  - A. Add (especially on conversion

or scratch built models) the small detail parts (rivets, nuts, bolts etc.) usually found on injection molded kits.

B. Add tarps, bedrolls, chains, fuel cans etc. but be sure to also add some method by which such items are attached to the vehicle (hook, rope, tie down).

C. Aftermarket parts (photo etched, resin, etc.) should integrate well with the basic model. Photo etched parts that require forming should be precisely shaped, and any surfaces that require building up to a thicker cross section should be smooth and uniform.

4. Molded on parts such as axes and shovels should be undercut or completely removed and replaced. This is especially true of molded screen, which should be replaced with real screen.
5. Track sag on tracked vehicles should be duplicated where appropriate.
6. Windshield wipers should be added where appropriate.
7. Head lights and taillights should be drilled and have lenses added.
8. Cable and electrical lines should be added to lights and smoke dischargers.
9. Valve stems should be added to tires.
10. Instrument faces on dashboard should have detail picked out and lenses added.
11. Gas and brake pedals should be added to open wheeled vehicles.
12. Road wheel interiors should be detailed (this is especially necessary on the Hetzer).
13. Molded grab handles and hatch levers should be replaced with wire or stretched spru.
14. Underside of vehicle, if view-

able, should be given the same attention to detail as the top.

### Painting and Finishing

1. The model surface, once finished, should show no signs of the construction process. (glue, file or sanding marks etc. should be eliminated.)
2. Finish should be even and smooth unless irregularities in the vehicles finish are being duplicated. Exceptions such as zimmerit or non-slip should be documented.
3. Paint edges that are supposed to be sharp should be sharp. Edges that are supposed to be soft or feathered should be in scale without over spray.
4. Weathering, if present should show concern for scale, be consistent throughout the model and be in accordance with the conditions in which the real vehicle was operating. Be careful to distinguish some of the purposely heavy handed paint schemes from over zealous weathering. Extreme examples should be documented. Weathering should not be used to attempt to hide flaws in construction or finishing.
5. Decals
  - A. Aligned properly (marking anomalies should be documented).
  - B. No silvering or bubbling of decal film.
6. Colors: Color shade should not be used to determine a model's accuracy. This is because paint colors vary, even from the same manufacturer. In addition, the effects of weather and maintenance can change the shade of the color. Models with unusual colors or color schemes should be accompanied by documentation.



## Airline Chatter

by Terry Love

Northwest Airlines will start non-stop service from Detroit to Bangor Maine on June 6.

Northwest Airlines was notified that the Federal government has activated the CRAF - Civil Reserve Air Fleet. This is for instant airlift capacity needed due to the possible war with Iraq. The CRAF was also utilized in 1991 during the Gulf War. Northwest Airlines ordered 24 Airbus A-330-300s a few years ago. Later NWA converted 10 of that order into Airbus A-330-200 series. These aircraft will replace the Douglas DC-10-30s used on the trans-Atlantic flights. This summer, NWA will receive its first Airbus A-330-300 with the remainder over the next five years. The first Airbus A-330-200 will be delivered in the summer of 2004. Both versions of the A-330 are powered by the Pratt & Whitney PW-4000 series of engines. The Airbus A-330-300s will hold 300 passengers, while the shorter but longer range A-330-200 will hold 250 passengers. NWA first Airbus A-330, fleet number 3301, had its maiden flight on January 9.

Northwest Airlines deferred the scheduled delivery of nine Airbus A-319s and A-320s from 2004 until 2006, and deferred delivery dates of four Airbus A-330s until 2007 and 2008. Aside from one deferred Airbus A-330, all aircraft scheduled for delivery in 2003 will arrive as planned.

Northwest Airlines will lay off 35 pilots in April and 25 more in May. This brings the total number laid off to 693, almost 20% less than NWA forecast last year.

Northwest Airlines spent \$1.44 Billion for fuel in the year 2002.

Northwest Airlines lost \$798 million in the year 2002. United Airlines lost \$3.2 Billion in the year 2002. American Airlines lost \$3.5 Billion in the year 2002. America West Airlines lost \$430.2 million in the year 2002. Mesaba Airlines earned \$1.3 million in the year 2002, thanks to superior dispatching by Mark Copeland.

Midwest Express Airlines took delivery of its first Boeing 717



Royal Moroccan Air Boeing 747 seen at JFK International

(Douglas DC-9) on February 28. Midwest Express has 25 Boeing 717s on order. It will replace its present fleet of Douglas DC-9s. A Boeing 717 burns 25% less fuel than a normal Douglas DC-9.

Delta Airlines' new low-fare airline, Song, will begin service April 15. Song will fly 144 daily flights with Boeing 757s. Tickets are to be sold online.

American Airlines will not be starting a low cost airline, but they are thinking about it. Northwest Airlines will not be starting a low cost airline. United Airlines will start a low cost airline. It will be big. It will be about 30% of its present U S capacity that United now has.

Ryan Air purchased Buzz Airlines from KLM for \$24.7 million.

American Airlines asked for \$1.8 Billion in pay cuts. American might furlough 750 more flight attendants, will close their Norfolk, Virginia and Las Vegas, Nevada reservations offices. American is burning \$5 million per day and the stock is below \$3.00 per share. That means that bankruptcy could be close. American Airlines has \$2 Billion in cash on hand, but lost \$3.5 Billion in 2002. American is operating at an unsustainable level. The \$1.8 Billion cuts would come as \$660 million for the pilots, \$350 million from the flight attendants, \$620 million from the mechanics and ground workers, \$80 million from ticket agents, and \$100 million from management.

Air Canada might have to lay off up to 10,000 employees of the 35,000 work force, to cut their losses.

Talk about Absolute idiots in the US Senate - Senator Charles Schumer, D-New York, Senator Hilary Clinton, D-New York, and

Senator Barbara Boxer, D-California - all want to equip passenger carrying airliners with missile defense systems as a protection against portable, shoulder-fired missiles that might be used by terrorists. The estimates of the cost of the system is about \$100 Billion to retrofit the entire U S commercial airline fleet of some 6,800 airliners. Guess who would pay for it? Can't you just see anti-missile armament on a Mesaba Saab-340 flying from here to Brainard!!!

## Websites of the Month

by Terry Love

1. [WWW.EAGLELEAD.COM](http://WWW.EAGLELEAD.COM)  
This is the official site of the U S Army's flight demonstration helicopter team that was called the Silver Eagles. They do not exist anymore, but if anyone has even seen the flight demonstration show that they put on using helicopters, you were totally amazed.
2. [WWW.1000AIRCRAFTPHOTOS.COM](http://WWW.1000AIRCRAFTPHOTOS.COM)  
Actually they have more than a thousand photographs that can be easily printed up or downloaded. They have not just your "run-of-the-mill" standard photographs, but lots of obscure and unique aircraft subjects, and photographs. Recommended.
3. [WWW.AVIATIONHISTORY.COM](http://WWW.AVIATIONHISTORY.COM)  
This is just like the title says. It is all about aviation history. A lot of it is obscure, but it is a neat site to surf through.
4. [WWW.HISTORY.NAVY.MIL](http://WWW.HISTORY.NAVY.MIL)  
The is the official U S Navy history site and it is very large. It contains great histories of all U S ships built, great stuff on Naval aviation, and it is just an interesting site to check out, and surf through. Have fun.





## Russian SIGNALS Breeding the Falcon Chicks

By George Mellinger



Soviet Russia, like Fascist Italy and Nazi Germany, fetishized modernization into a cult of Industrial Modernism. In all three countries, a major manifestation of this cult was government sponsorship of mass aviation movements. Not only was flying exciting, not only would aviation strengthen the military and industrial power of the state (AKA the "proletariat"), most important, it would signify that Russia was now the most advanced country in the world, leading the seventh wave of the future. The result was a tremendous growth in flying training, which soon exploded into a mass movement seen not before or since.

Even as early as 1923 the agitation began, with slogans appearing "Workers build your airfleet", "What have you done for the airfleet?" At this first stage, this meant mainly the donation to the VVS of aircraft purchased with extracted voluntary contributions. These aircraft were inscribed with slogans and the names of their donors, very much as the Japanese were doing at about the same time. Many of these aircraft were Polikarpov R-1 (DeHavilland DH-9A), and U-1 (Avro 504) biplanes. Increasingly pilots began to make propaganda flights attempting to set flying records, and to introduce aviation to the distant rural countryside. In fact, these propaganda flights introduced many of Russia's future WWII heroes, including Pokryshkin to aviation, capturing for flight the imaginations of Siberian peasant boys who had yet to see a locomotive, or even a bicycle.

At the beginning of 1927 was created Osoaviakhim (A somewhat more pronounceable acronym standing for a long string of Russian meaning The Society for Assistance to the Defense of the USSR and for Aviation, Aeronautics, and Chemistry"), by the merger of two other organizations. This paramilitary organization provided all manner of

para- and pre-military training, from driving and motor mechanics and radio operation (not common skills in a pre-industrial society), to first aid and chemical defense, map-reading, shooting, parachute jumping, gliding and flying, and aircraft maintenance. In 1951 Osoaviakhim was cosmetically renamed DOSAAF (The Voluntary Society for Cooperation with the Army Aviation, and Fleet). Working intimately with Osoaviakhim was the Komsomol (League of Young Communists), the Communist Party youth organization. While there had been a number of military flight schools from the very birth of the Red Army, and civil airfleet schools from the early 1920s, in the late 1920s Osoaviakhim began to create a number of aeroclubs, at first in the larger metropolitan areas. In 1930 there were 50 glider enthusiast circles and 17 stations, which had trained 417 glider pilots. Within 4 years the figure had grown to 1424 circles at 200 stations, with 18,500 pilots trained.

In January 1931 after the IX Komsomol Conference two dramatic new slogans were heard across the land - "Komsomolets - na samolyot!" Komsomolist - to the airplane!", "Give the Soviet Union 100,000 pilots!" Aeroclubs now began to spring up almost any place a dozen or so enthusiasts could be found together with a field that could be cleared sufficiently for light aircraft. By 1936 there were 144 flying clubs in existence (soon to reach 182 clubs), together with 36 glider clubs, and a dozen aero-mechanics clubs. Large cities such as Moscow and Kiev had several flying clubs each. Four flying schools were created tasked solely with training aeroclub instructors. In 1936 alone, 3500 pilots were newly certified. Though numbers are not available it is evident that during the period before the war, this campaign did not approach the figure of 100,000 pilots promised, but certainly managed at least a quarter of that number and might have produced as many as 30,000 graduates.

Participation was somewhat limited. Both boys and girls were wel-

come, but had to have the support of their local Komsomol organization. That is, they had to be politically clean. Kids from the families of "former people" - the surviving bourgeois and nobles were completely forbidden. Those from the homes of prosperous peasants, or those who had resisted collectivization were unacceptable unless they "cleansed" themselves by repudiating their past and families. And likewise those whose families became tainted during the purge hysteria of the 1930s. Of course, some aspirants managed another path, by keeping secret the family taint - one of these was the famous woman ace Lidiya Litvyak, whose father was shot during the 1930s. But all those of correct political and social background were welcome. In fact more than welcome. As with everything else in the USSR, there were quotas, and if not enough people volunteered on their own, Komsomol members would be called in and "invited" to volunteer. Since Komsomol membership was synonymous with Party Discipline, to decline the generous "invitation", would be tantamount to rejecting the Party, with all the evil implications for one's career, family and self. One admittedly reluctant aspirant was the 37 victory ace Ivan Babak; his dream was to teach mathematics. However, perhaps due to my own prejudices, I have trouble imagining those who would not run, or crawl for such an opportunity. Surely the vast majority of participants were volunteers, more than eager. All the sweeter would have been a small stipend paid to aeroclub members, and the shiny new uniform provided to members, just the thing to attract a teenager.

Some of these kids were still in school, but most had already completed their formal schooling and were either studying vocational training or working in a factory. So most of the aeroclub activity occurred in the evening, after work. The first stage was classroom training in the theory of mechanics and flight. There was also some training in map-reading and aerial navigation, and communications, but not

*(Continued on page 10)*



## Spraybooth Logic, Confessions of a Thief

By Dave Pluth

It was a Saturday, much like any other Saturday, except it was the second Saturday of the month. This day was better known as "meeting day". My name's Dave and I am a modeler, but in my secret life, I'm a thief.

So I'm not a thief in the traditional sense. I really don't steal stuff. I steal ideas. Ok, not ideas like Microsoft steals ideas, but ideas in the way of modeling.

I have a confession to make. I have no original ideas with regards to modeling. That's not to say that I don't have weird ideas, I build Japanese stuff for Pete's sake! Enough said about that!

The thought process in becoming a thief was simple enough. I'm not smart enough or skilled enough to make up a new technique. I will never have a modeling technique named after me, nor do I really want it. However, I am smart enough to see something I like and ask questions about how it was done and then drag it into my den of doom and make that idea my own.

Here are some recent examples. From Frank Cuden I stole the idea of using a watercolor wash for panel lines. How cool is it that you can put a wash on that if it doesn't turn out, you can wipe off completely. You can also use it on engines. Paint the engine overall bright aluminum and then simply do a very thick wash into the engine cylinders. Voila, you have a really cool looking engine. This also works for interiors to pick out the details.

From Steve Hustad I stole the oil paint dry brushing idea. Really simple idea, mix up a light gray (or a dark gray in some cases or any other color that you might find appropriate) and take a big, cheap brush and get some paint on it. Wipe most of the paint off on a paper towel and then go to town picking out the details. The oils are workable for so long that you can shade and re-shade an area with several different colors and get

some really cool effects. Recently I've been working on a tank and this is an excellent method to give it a metal type of look on the overall body of the tank.

From Tom Norrbohm I stole most everything I know about natural metal finishes. A little Old Silver and some highlights and you get a beautiful metal finish that people will ogle. Do you see what I'm getting at here?

While modeling is quite a solitary pursuit, we are not alone in this thing. Da' boyz at your local club are always willing to help. The people online at the various websites are full of opinions and different techniques they have developed or honed. There are books and magazines that are dedicated to improving your experience with the hobby. What more do we, as modelers want?

Well, we do want the perfect kit, but we've been in search of that for years. We want better paints. That's why we have 300 bottles of the stuff in various shapes and sizes and mixtures and why we have more chemicals in our basements than DOW Chemical Corp. We want validation, but that all depends on the techniques that we employ, the contest we go to and the judges that judge. We want good references that are free, accurate and readily available. In general we want the world! How do we get all those things? Well, you can't. In most cases, they don't exist.

So, for the most part we have to settle for stealing ideas from each other to improve our modeling. Now is this to say that you must do things exactly the way someone else does? Absolutely not. There are things I've tried that are successful for someone else, that have absolutely sucked for me. For instance, I can't spray future and get it to lay down right. I've tried it and at best had moderate success. I've ruined a couple of models with it as well. For me Polyscale gloss works fantastic, so I've added it to my arsenal of things that I can do well and given up on Future. I also can't stretch sprue, but that's a story for another time.

Modeling is a constant learning

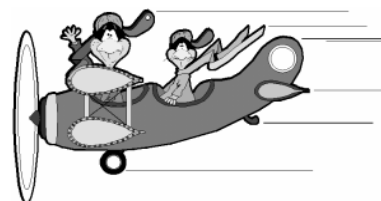
process. There is always someone out there who is better at something than you are, which means there is always someone you can learn from.

My message for the month is simply this. Don't let your skills stagnate. Seek out people whose work you respect and ask questions. Push yourself to try the new techniques that they pass on to you and make them your own. Then pass on those techniques to someone else and let them steal them. One of the most flattering things in modeling is having someone show a great model and say that they applied something you helped them with.

Now, go out and steal an idea and try it (sorry, shut up and build doesn't really end this one that well).

*(Continued from page 1)*

Roden has issued their plans for the next year, including two versions of the Felixstowe F.2a, and two versions of the Sopwith Camel, as well as a De Havilland D.H.9, and a Junkers D.I (all metal monoplane fighter). With the Eduard J.I, and the Pegasus Cl.I, all the Junkers WWI planes will be kitted in 1/72 this year. Pegasus has amended their 1/72 release to an SE5 (earliest version). In 1/48 the news is not as good as in 1/72, but Roden plans a Nieuport 28, and Blue Max added a Halberstadt D.II, Airco D.H. 5, and a Vickers F5B 'Gun Bus'. Jaeger, pricey but very good 1/48 Resins, plans an Albatros C.XII, a Junkers Cl.I, an Albatros D.XI, and an AEG J.I; plus several WWI 54mm (1/32) figures. New WWI 'player', Mirage out of Poland, has promised, in 1/48 Five versions of the Fokker D.VII, two versions of the Halberstadt CL series and Four versions of the Hannover CL's, Cl.II's, a Cl.III, and a possible Cl.V., plus a 1/400 WWI German U-Boat. Keep 'em flying!



## Japanese News

By Dave Pluth

It's been a while since there has been enough information to actually write a column.

Starting in the book area, there is lots of new stuff. From Grub Street Publishers, Japanese Army Air Force Fighter Units and Their Aces 1931-1945. This is the sister publication to the Navy book of the same title. Ikuhiko Hata and Yasuho Izawa team with Christopher Shores (Bloody Shambles) to give us one of the few English references on Army Units. This is an excellent book that is getting difficult to find already and is well worth the price (\$54).

In the Famous Aircraft of the World Series, #98, IJA Type 4 Heavy Bomber Hiryu (Ki-67 Peggy). Early reviews are excellent on this volume. Many unique and never before seen photos are included and at \$9 from Hobbylink Japan, this book is a steal.

Aero Detail #31: Type 2 Float Plane (H8K Emily). This volume contains a very good walkaround of the single remaining Emily with lots and lots of detail. The format will be typical of the Aero Detail series. The early price on this one is around \$25 and it is due to be released in early March.

Two books for the captured aircraft fans. "NIHONGUN HOKAKUKI HIROKU" (Notes on the airplanes captured by the Imperial Japanese Armed Forces) and "TORAWARE NO NIHONGUNKI HIROKU" (Notes on the captured Japanese planes). These two volumes contain all Japanese text and are a bit strange in their formatting, but they offer some really outstanding new photos of captured aircraft. The first volume documents aircraft captured by the IJA with the second documenting the aircraft captured by Ameri-

can forces. Each volume runs about \$24 and both are highly recommended.

On the kit front. The new 48th scale Hasegawa Myrt has hit the shores in the US and the early reviews are spectacular. The big surprise of early 2003 is Eduard's announcement of a new 48th scale Ki-115. The kit is due out in March and from the test shots looks pretty good. I'm really not sure of their thinking in doing this kit, but it will be a welcome addition to all Japanese aircraft modelers. Also in 48th, Fine Molds has reissued their Kikka (with plastic instead of metal parts) at \$28. This is significantly down from the original \$80+ dollar price of the first issue.

On the 72nd scale side, Fine Molds has begun reissuing their Ki-61 Tony series. They have once again replaced the white metal parts in the original kits with plastic as well as new wings (that actually fit well from what I'm told). Most of the rest of the stuff on the 72nd scale side are decal reissues from Hasegawa.

Finally in 144th, Trumpeter has released a 144th scale Mavis. Very little is known about this kit at this time, but at the price of \$25, it should be a pretty good value.

Finally, one of the coolest things that I've run across in quite some time is a new online Federal Standard Deck. You can find it at <http://www.ipms-earth.com/fs595b/index.htm>

*(Continued from page 5)*  
been substituting stuff for skill. Think about it. And when your head starts to hurt from the effort, go back to your hobby room, get'erself a snoot full of MEK, enjoy the smell of freshly sanded plastic and OD enamel, and you'll start to feel better till next time you try to think about modeling problems.

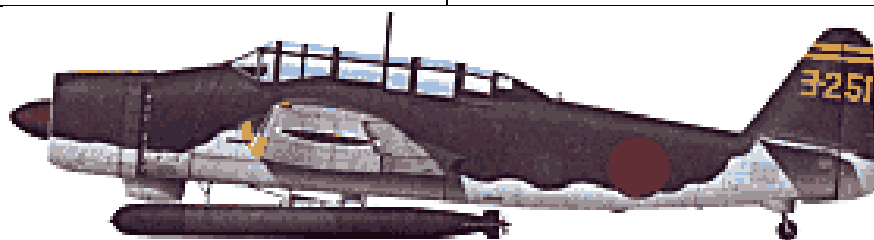
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much. Naturally there were political and paramilitary training. In one significant difference from western practice, every flight trainee had to become a qualified parachutist before completing his flight training. This was not for the sake of safety, after all, when an airplane falls apart even the untrained pilot has no trouble making his first jump, and of course parachuting is something that must be done perfectly from the very first time. Parachuting was a character-building measure, to inculcate air-mindedness, and accustom aviators to heights.

During this time the aspirants were also sent to a medical board which either approved or disqualified them for flight. Later those who were rejected were sometimes allowed to appeal and try again. Igor Kabarov, later an ace, was rejected for excessively short and bandy legs, and Grigori Rechkalov, twice HSU and third-ranking ace for both Russian and the Allied side with 57 victories, was rejected several times on account of color blindness. A significant number of such rejects were favorably re-evaluated as war drew close and the VVS expanded.

After successful completion of classroom instruction, the fledglings were taken out and taken up for their first flight. From then, flying training was fairly much as anywhere else. The main trainers were the U-1, R-1 and the Polikarpov U-2. During the later 1930s the Yakovlev UT-1 and UT-2 were introduced, and a few schools even had a UTI-4 (trainer version of the I-16) or two. Since this was only paramilitary flight training and there was an emphasis on numbers - and success, few trainees would be absolutely washed out. The minimally talented would linger behind, passing back to a later cycle, and eventually be graduated and shunted aside. Another fate for the pilot of limited aptitude might be redirection for training as a shturman or navigator. Or perhaps transfer to school for ground technicians. Thus a great many of the VVS navigators and other aircrew, and even ground

*(Continued on page 11)*





Polikarpov U-2 (later Po-2) trainer, night bomber, liaison aircraft ambulance, and everything else. Moscow WWII Victory Museum

*(Continued from page 10)*

crew had some minimal training in actual piloting. During the early days of the war, there were instances when ground crewmen, in the face of the German advance, helped fly off and evacuate light aircraft they were officially unable to fly. And during the war many aircrew and even mechanics were allowed to complete retraining as pilots in the military air schools, returning to the front flying Il-2s, U-2s, or fighters. This was particularly common in the U-2 equipped night bomber regiments, since they were combat flying their original training aircraft. In general, it seems that aeroclub training took about a year or so,

After completion of the aeroclub training program, the fledgling had mastered the basics, take-off and landing, solo flight, and simple maneuvers, such as turns and banks. He was hardly a real pilot, whatever his certificate may have stated. Now his fate was decided. At some of the aeroclubs located near the prestigious fighter schools such as Kacha and Borisoglebsk, examiners arrived. After observing the new pilots, they selected the promising ones for further training at their establishments. Other schools had to rely on local military commissions or the judgments of the local flight instructors. But generally the promising students were inducted into the military and sent to military flight schools for further training, ultimately to become fighter or bomber pilots. This training might take from one to two more years. Other promising students were selected to be

sent to schools to be trained to take their own turn as aeroclub instructors, and a few were sent to the civil airfleet school to train for airline or polar aviation flying. By tradition, the top graduate in every class was retained as an instructor (probably unless Kacha wanted him). Other graduates considered less promising, or sometimes too young, were sent back to their factories; there they would comprise a semi-trained reserve of "pilots" who might be called upon in the event of a major war. Since many of these youths had not completed military service and were later conscripted. In some cases their prior flight training was discovered and they were redirected from the ground forces to a military flight school. In many other cases, they went to the usual branches, infantry, artillery, etc.. Many members of this intended pilot reserve pool were lost as common soldiers during the first months of the war. Only at the end of 1941, and the year's horrible losses, did Stalin order that the front be combed for such trained pilots who should no longer be squandered as sappers and riflemen, but withdrawn for training and better assignment, and some of these men eventually reached the front by 1943.

Upon the German invasion the aeroclubs were subsumed into the VVS training establishment. Some became VVS schools, and others were merged. Of course some of the many clubs in the occupied zone disappeared for inability to evacuate eastward quickly enough. The aeroclubs consumed a huge amount of resources but did fulfill the purpose of fostering air-mindedness in a country which had barely entered the automobile age. They also served an important role in providing the fundamentals of flight training and screening aspirants, allowing the VVS to devote its more of its training energies on advance flying techniques. In addition to the many poor pilots sent to be killed, all of Russia's best pilots also came from these schools. Without the aeroclub system, the VVS would have been no better in quality, but much smaller in size.

## 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: [berndye@attbi.com](mailto:berndye@attbi.com).

There were no submissions for this month's swap shop.

## Book Notes

by Axel Kornfuhrer

I just got a few copies of "Günter Rall: Luftwaffe Ace to NATO General - A Memoir" by Jill Amadio, published by Tangmere Productions. Günter Rall, with 275 victories, was the 3rd highest World War II ace.

This book is interesting for the facts about Günter Rall's life both during World War II and since then. It is written primarily from his point of view, reflecting his opinions of the historical happenings. However, the book is poorly edited and its narrative jumps around quite a bit. Anyone having a good grasp of the chronology of World War II should have no trouble dealing with this poor editing. Nevertheless, the poor editing is annoying.

Among the interesting tidbits about Rall's World War II career are the following -- He was severely injured, with a broken back, in a crash in November 1941. Though he was told he would never fly again, in August 1942 he was back scoring kills. 273 of his kills were on the Russian front, his last in April 1944. At that time he was transferred to the Defense of the Reich units. There his first major mission was on May 12, when he ran into Zemke's Wolf Pack. After 2 kills, he himself was shot down and lost the thumb on his left hand. That ended his combat career, but not his flying career. In 1955, he joined the West German Luftwaffe and became its top commander in 1970, when he became the Chief of Air Staff.

# 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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