

The Aero Historian



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June 2003



Cover Model of the Month - Steve Ericson's 1/48 Scale Tamiya Republic P-47C-5

Memories of the Gulf War

by Roger Gaulty

Seeing the troops coming home from the latest Iraq war, I am reminded of my own homecoming. It is hard to believe that it has been twelve years since I have been to Saudi Arabia. That flight home was one of the most fun of my life. My first sortie in the 1991 gulf was probably one of the most memorable!

I arrived in theater three days after the shooting started. I know the flights on those first days were much more frightening for the crews because of the uncertainty of facing an enemy who possessed an air defense system that was thought to be quite capable. (As model builders know, even the best tools in the wrong hands can't produce winning results) After the mandatory in processing, I was put on the flying

schedule for the following night. A funny footnote to "modern warfare": As I sat in our in briefing, I heard someone looking for me just outside the briefing room. Curiosity overcame my need to sit through boring briefings so I stole out of the room only to run into my older brother! He was stationed south of Riyadh, and happened to be at Riyadh Air Base for the day. Small world!

We were scheduled to take off at midnight, fly sixteen hours (Yes, 16!!) and return to base. The squadron commander on duty was responsible for our preflight briefing. His main concern was the impact, or lack of impact, of the Scud missiles. His briefing covered recent Scud activity and we were told that if the air raid alarms sounded during our ground operations, we should continue doing or preflight because the Scuds were notoriously inaccurate

and posed little threat. As a good soldier, I fled this away for later.

I suppose I should confess that I was flying the E-3 AWACS during the Desert Storm. Not exactly the pointy end of the spear, but we did what we were tasked to do in assisting the large number of coalition aircraft in any way we could. I was a new instructor pilot on the airplane—this put me in position to be a "floaters", in other words, I was used as an augmentee to "hard crews" for the long missions. They all were long!

After the briefing, we rode the big blue bus to the aircraft. We were parked on the West Ramp at Riyadh Air Base, just south of the east/west runway. There was an air raid bunker immediately to out left (south) and across the runway about 300 yards away was a Patriot

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| <p style="text-align: center;">TCAH Officers</p> <p>President, Ken Sallman 763-753-3783</p> <p>Vice-President, Jim Kaltenhauser 952-346-8460</p> <p>Secretary, Bernie Kugel 651-771-3525</p> <p>Treasurer, Tom Norrbohm 612-881-5763</p> <p>Historian, Tom Norrbohm 952-881-5763</p> | <p style="text-align: center;">General Meeting Minutes May 10, 2003 by Berenie Kugel</p> <p>Not much for this month's meeting. Just a reminder for the Nordicon team that we will have a meeting in mid-June. Glen Burke, the manager of the South St. Paul airport was our speaker for the meeting. He told us about the history and daily operations of our home.</p> | <p>cessful and well attended. We owe John Higgins a round of applause and gratitude for his efforts. Because of this success, it was suggested that we initiate a mini-modeling seminar (15-20 minutes) in which members can share techniques they have developed. Subjects can include dry brushing, engraving panel lines, vacuforming (providing you bring your own heat source), placing decals, dealing with canopies and so forth. I talked to Steve Hustad and he has agreed to demonstrate scratch figure modeling by re-creating his Verdun diorama (in 15 minutes...what a man!). Another possibility would be to videotape the seminars and include them as streaming video on our website, providing we have the bandwidth to do this (the rhythmic pounding sound you are hearing is from our webmaster, Dave Pluth, beating his head against the wall while entertaining kind thoughts about me).</p> <p>In addition to sharing techniques, members who are encountering problems could bring their current project to the meeting and discuss possible solutions with the other members. The "seminar" should be informal and does not have to occur at every meeting but to facilitate the event, I propose a time be set aside either prior to the meeting (~1:00 PM) or immediately after (~3:00 PM). Please think about this and we'll discuss it further at the June meeting. Also, a reminder that the deadline to bring in new TCAH logo designs is June 14. The final vote will be at the July meeting and remember the current logo will be available as a choice.</p> |
| <p style="text-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>Newsletter Photographer Steve Jantscher</p> <p>Send articles to: Via E-mail: melli004@gte.net Via Snail-mail: George Mellinger Attn: TCAH Newsletter 5212 W. 47 Street, Apt.2 Sioux Falls, SD 57106</p> <p>Send Change of address notice to: Tom Norrbohm 9936 Columbus Ave. S. Bloomington, MN 55420</p> | <p style="text-align: center;">Business Meeting Minutes May 2003</p> <p>The May business meeting was held at Frank Cuden's home at the edge of the world on May 17. We made sure to tie ourselves to something solid as to not fall off the edge. In attendance were Frank Cuden, Sid Bremer, Ken Jenson, Ken Sallman and Bernie Kugel. The business discussed was ideas to put the club rules and constitution on the website. As well as a website memorial of the works of Michelle Choquette. We talked about a new Richard Fleming and battle of Midway display for the SSP Airport, and the ideas of having the club banquet every 2-3 years instead of every 5. More on this at future club meetings. From the edge of the world... That is all.</p> | <p style="text-align: center;">Treasurer's Report June 2003 by Tom Norrbohm</p> <p>We still have money! After some big expenses recently with the pizza bash, and member and contest awards we now have \$5455.68 in our coffers. No new members and we have 83 members on the roster at present.</p> |
| <p style="text-align: center;">TCAH This Month</p> <p>The monthly meeting will be held Saturday June 14 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing and vendor baiting will begin shortly after noon. So come early. This month our theme is "Itsy bitsy airplanes", so bring kits inscale 1:100 or smaller. Of course, how small would a 1:00 scale B-52 actually be?</p> | <p style="text-align: center;">From the President by Ken Sallman</p> <p>Well, after two months, I have managed to sober up enough to work the keyboard and deliver this short column. My excuses are vacation (March) and missing the April deadline because our beloved editor, the Tweeze, didn't fire his customary warning shot across my bow (Notice how I dismiss my failure by becoming a victim and blaming others? I must be getting liberal in my old age!)</p> <p>The April business meeting (moved to May because of Easter) was held at TCAH's southern outpost in Albert Lea. Bernie's impeccable meeting minutes will give the details, but I'd like to spotlight one proposal that was discussed. From what I have seen, the judging seminars have been very suc-</p> | <p style="text-align: center;">Future Business Meetings</p> <p>September 20?: Johan Alleert October 18?: Terry Love, November: 15? Jim Kaltenhauser.</p> |

TCAH Annual Awards

Newsletter Article of the Year:
Dave Pluth for the on-going
"Spraybooth Logic" logic column.

Historian of the Year :
George Mellinger for his continuing
research on Russian aviation.

Modeler of the Year:
Steve Hustad his on-going high stan-
dard of modeling.

Member of the Year:
Steve Hustad for NordicCon, for
modeling, for...Well, really, isn't it
just plain obvious!?

On The Show Table

May 2003

1/48 Scale

Steve Erickson

Tamiya Fi.103 (V-1)

Tamiya P-47C5

Bernie Kugel

ICM Yak-9

Monogram B-26

Nichimo Ki-45 Nick

Ken Sallman

Hasegawa F6F-3 Hellcat

Hasegawa Hs-129B-2

Dennis Strand

Nichimo Ki-51 Sonia

1/72 Scale

Steve Hustad

MPM Arado Ar-95A-1

Mike Rybak

Hasegawa MiG-25

1/72 Scale Tanks

Bernie Kugel

M-1A-1

T-62

Dave Pluth

Italeri M-4 Sherman

Revell Stuart "Honey"

Contest Calendar

7-2-5-03 IPMS/USA aNationals
Oklahoma City
See IPMS/USA homepage

9-26-27-2003 R-5 Con
Bloomington, MN
Contact Steve Hustad

12-13-03 TCAH Members only invita-
tional Single Engine Jet
challenge

Here Come De Judge Automotive Modeling

By John Higgins

This is the last installment of a se-
ries of articles on contest judging
which I hope will be helpful to eve-
ryone who would like to help us with
judging at Nordicon. Even if you
don't plan to help with judging, the
judging criteria explained in these
articles can be helpful to all model
builders. The topic of this month's
article is the automotive category.

Basic Construction:

1. Flash, sink marks, mold marks
ejector pin marks and similar mold-
ing flaws eliminated.
2. Seams filled if not found on the
actual vehicle.
3. Contour errors corrected.
4. Gaps between body and chassis
eliminated as applicable.
5. Detailing removed while accom-
plishing the above steps restored to
a level consistent with the rest of
the model.

6. Alignment:

A. Where applicable, external
items such as pipes, mirrors, etc.
aligned symmetrically.

B. Internal items such as seats,
some engine / drive components
aligned properly.

C. Wheels: All wheels touching
the ground and aligned properly
when viewed from front or rear of
the vehicle. If turned, front wheels
should be aligned in the same di-
rection.

7. Windshields and other clear ar-
eas:

A. Clear and free of crazing
caused by adhesives or finishing
coats.

B. Gaps between windshield, win-
dows or other clear parts eliminated
where applicable.

C. All clear areas scratch, blemish
and paint free.

Detailing:

1. Parts that are thick, overscale, or
coarse should be thinned, modified
or replaced.

2. Exhausts, intakes, vents and
other objects that have openings
should be opened.

3. Additional detailing should be as
close to scale as possible. Such

TCAH Calendar & Events of Interest

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

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 air-
craft 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/ histori-
cally significant aircraft ; & 1/72
scale single engined jet contest

items as door lock buttons, tire
valve stems, dashboard gage de-
tail, fabric surfaces etc. should inte-
grate well with the basic model.

4. Engine and chassis detail should
be consistent with detailing on the
rest of the model.

5. Working parts, if any, should
match the level of workmanship on
the rest of the model. Such parts
should operate realistically and the
operating mechanisms should be in
scale if visible.

Painting and finishing:

1. The models surface, once
painted, should show no signs of
the construction process and the
finish should be even and smooth.
If irregularities in the vehicles finish
are being duplicated, they should
be documented.

2. No brush marks, lint, brush hairs,
orange peeling, eggshell effect or
powdering in recessed areas. No
random differences in sheen
caused by misapplication of clear
coats.

3. Paint edges, which are supposed
to be sharp, should be sharp (no
ragged edges caused by poor
masking). Edges that are supposed
to be soft or feathered should be in
scale and without overspray.

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Airline Chatter

by Terry Love

Southwest Airlines earned \$24 million in the first quarter of 2003. Northwest Airlines lost \$396 million in the first quarter of 2003. Delta Airlines lost \$466 million in the first quarter of 2003, and will lay off 200 more pilots, reduce capacity by 10% more, and park all of their Douglas MD-11s. American Airlines laid off 5% more managers, and will reduce management by another 5% by July 1. American has been on the verge of declaring bankruptcy three times now. U S Air will layoff 890 more flight attendants in May and June. Sun Country Airlines lost \$5 million in the first quarter of 2003. Alaska Airlines lost \$56 million in the first quarter of 2003. Air Tran Airways earned \$2.04 million in the first quarter of 2003. American Airlines lost a whopping \$1.04 Billion in the first quarter of 2003. American has laid off 6,000 employees on May 1. If they enter into bankruptcy, they would eliminate another 10,000 jobs. Boeing lost \$428 million in the first quarter of 2003. America West Airlines lost \$62 million in the first quarter of 2003. United Airlines lost a huge \$1.34 Billion in the first quarter of 2003. United Airlines management will take an additional 10% pay cut. A total of 1500 management employees have been laid off since January. Lufthansa lost \$356 million in the first quarter of 2003. Jet Blue earned \$17.6 million in the first quarter of 2003. Jet Blue ordered 65 Airbus A-320s for \$4 Billion. They will be powered by Pratt & Whitney engines. U S Air has ordered 170 new jet airliners for \$4.3 Billion. This is a firm order. U S Air ordered, with options, 275 Bombardier CRJ regional jets worth \$10 Billion. Embraer received a firm order for 85 of their EMB170, seventy seat airliners. Bombardier's order is for 60 CRJ-200 60 seat airliners, and 25

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Spraybooth Logic Interview with General Brooks, Modeler

By Dave Pluth

We've all seen General Brooks in his early morning conferences from CenCom in Qatar answering all the difficult questions of the world media during each day of the war with Iraq. General Brooks is possibly one of the most even-tempered hardest to rattle fellows that I've ever personally seen.

On one particular morning early in the war, a reporter from Hong Kong got up and asked the question "How many women and children will you kill today?" Without blinking General Brooks went into a detailed explanation of the lengths the coalition forces have gone to avoid civilian casualties and then casually pointed to another reporter and went on to the next question.

This got me to wondering. If General Brooks were a modeler and he was answering questions from his wife about his personal shelf of doom, how would he handle the questions? Here's kind of how I see it playing out.

Mrs. Brooks – "So, I see you bought something at the hobby store today."

General – "Yes, there was a target of opportunity that became available when an enemy operative put it down. As you know targets of opportunity are something that must be taken advantage of when they arise. Next question please."

Mrs. Brooks – "Well don't you have several tanks already?"

General – "I don't really like to talk about specifics of things like kit numerical strengths or specific numbers. I will, however, say that this particular kit will fit a current need. Please don't misunderstand what I am saying; this kit will get built at an undisclosed time and will not be left behind on the shelf of doom."

Mrs. Brooks – "But you have so many kits, why this one?"

General – "Again, I'm not able to answer that question at this time. Suffice to say that when more information about this kit comes available, I will share it with you."

Mrs. Brooks – "So how does this

kit fit into your collection?"

General – "It's really too early to speculate on that. Without cutting sprue and reading various reviews, I really can't predict that, and I will not speculate on the outcome of the build."

Mrs. Brooks – "Interesting. We received our credit card bill today. What is this charge for \$87 to Roll Models for?"

General – "I have no information on that charge at this time. When reports become available on that I will include it in my morning briefing."

Mrs. Brooks – "There was a book in the bathroom this morning that I hadn't seen before, where did it come from?"

General – "I believe you are referring to *Genda's Blade*?"

Mrs. Brooks – "That is correct."

General – "After an initial survey of the book, I decided that it is not mine. It belongs to General Thompson and you will need to ask him about at tomorrow's briefing."

Mrs. Brooks – "So when will you actually finish a kit that you start?"

General – "I'm really at the beginning of the build and there is much work to do. There will be some additional assembly and then painting. It is too early to tell when things may be finished. I mentioned yesterday that it's very much like putting together pieces of a puzzle. In this case you also have to find the pieces of the puzzle and then put them into proper relationship with other pieces that are there. That's all I have time for today."

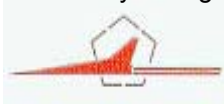
I think General Brooks is my hero. He is able to talk for almost a half hour each morning to a bunch of mindless reporters asking the same questions over and over again and never get shaken or frustrated. I think we can all learn something from General Brooks.

Next month we will see how the Iraqi Information Minister (Baghdad Bob or Comical Ali as he is known) would handle these questions and how he would sneak kits onto his shelf of doom.

Now go build something!

Russian SIGNALS

by George Mellinger



Okay, you guys get to see it first. And here is the cover art for my new Osprey book, *LaGG and Lavochkin Aces of World War 2*. Editing has been completed, and all that now remains is the actual publishing. This



will take some months - so think early next year. Due to space limitations, some of the parts I lekd best got trimmed, but the book still should be pretty interesting. there is even a section on Finnish use of the LaGG in combat. In my humble opinion, the best part of the book is going to be the profile art. I was lucky to be assigned Jim Laurier as my artist, the same one who did the art for *P-39 Airacobra Aces*, and also for *Black Cross-Red Star*. Okay, one lmore little tease with a profile. This is a LaGG of the 88



IAP, contributed by donations from the Soviet Republic of Georgia, I hope I'll provide at least a few new decal inspirations. For more you've

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From The Trenches The First 'Multi Role' Fighter?

by Merrill Anderson

Today, combat aircraft are designed to meet a variety of roles, and given the complex structure of modern aircraft, they have to be. In the early days of W.W.I, however, no one knew with any certainty, *what* an airplane might be required to do in actual service, as the role of aircraft, and the range of missions to be accomplished, was still evolving.

In 1915, Sopwith was making seaplanes and trainers (including the infamous 'Spinning Jennie') derived from their pre-war designs, and produced almost entirely for the Royal Naval Air Service. During the last half of 1915, Sopwith designed a new two seater scout, with an unusual (for Sopwith) wing design, joining the two wing halves at the center, (as opposed to a separate center section) using a pair of 'w' shaped cabanes to connect the wing; viewed from most angles it looked like more than the usual number of struts, so it was nicknamed the "1 ½ Strutter". The nickname, like most of Sopwiths' wartime designs, stuck, and the plane was forever known as the 1 ½ Strutter. The plane had several innovations, an adjustable tailplane, and 'air brakes' at the base of the lower wings (these were not 'flaps', they pivoted upwards). Powered by a tractor mounted 110 HP Clerget engine, the plane was armed, initially with a single Lewis gun mounted in the rear cockpit on a French Eteve mount, (the one with the tall vertical bars). Initially, no forward firing gun was fitted, as no interrupter gear was available.

First flown in December 1915, the Strutter was quickly accepted by the RNAS, and ordered into production; the RFC, on receiving the planes' test results also ordered 50, from Rushton Proctor. Some of the early Strutters were given a second Lewis gun, mounted over the upper wing, but before many had been produced, workable interrupter gear became available. Tests were conducted on an interrupter equipped

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Websites of the Month

by Terry Love

1 - WWW.SKYRAIDER.ORG

This is the site for the Douglas A-1 Skyraider. It contains anything that you would want to know about the flying dump truck. This is a great site for "Spad" lovers.

2 - WWW.A3SKYWARRIOR.COM

This is the site for the Douglas A-3 Skywarrior. It has some great photographs in it, and it gives you all kinds of great photos of the "Whale."

3 - WWW.SKYHAWK.ORG

This site is for all A-4 Skyhawk lovers. The "Scooter" is very well loved and respected in this site that contains lots of great photos and data.

4 -

WWW.INTRUDERASSOCIATION.ORG

The A-6 Intruder Association is a great source of information and dat and photographs on the A-6 Intruder, especially the early development of the A-6.

5 - WWW.NAVYLEAGUE.ORG

This is the site of the largest Navy support organization that there is. The Navy League has been around for a long time. This site has some good photographs in it. It is not just about Naval Air, but ships and subs, also.

6 - WWW.BOEING.COM/HISTORY

In this site, it goes on forever. But go to the history part of the site. Not only does it have the history of the Boeing Company, but it also has the history of the Douglas Company, and the North American Aviation Company.

7 - WWW.FAA.GOV

This is the official site for the FAA. It tells all about the FAA (dull). BUT is also has a section that you can find any registered airplane. N numbers etc. Now that is a good part of this site.

8 - WWW.SKYTAMER.COM/
USMASN.HTM

This is another site where you can find any registered aircraft N numbers, etc. This site has great photographs. It has a lot of airshow data and information.

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missile battery. More about that later....

Because this was my first “in-theater” sortie, we decided that I should be at the controls for as much of the flight as possible. I was in the left seat for takeoff. We did our preflight quickly as the aircraft was “cocked” (already preflighted). Time to shoot the sh** before we had to takeoff.

As we were waiting for the mission crew to finish their stuff, the air raid alarm sounded on the base. The typical siren was base wide as well as over ground and tower frequencies. Someone followed the siren on our headsets with a heavy accent saying “Scud Attack, Scud Attack!” I looked over at the aircraft commander; we decided in an instant that we were staying on the airplane. After all we were just being good soldiers and from what I had seen, the Scuds weren’t much of a threat. We were feeling pretty good until we noticed the ground support crew was high tailing it to the bunker! No problem, we will just wait for “all clear” and get on with our sortie.

Still feelin’ good, we were soon visited by someone who looked like the Monster from the Black Lagoon!! It was the SOF (supervisor of flying), one of our pilots on duty as a ramp rat for the night. He was dressed head-to-toe in chemical warfare garb and to this day I don’t know which of our pilots it was! He excitedly told us to get off the airplane, to which we calmly replied, No! His urging took on a more frantic note as he now told us to “GET OFF THE FUC***G AIRPLANE!!” We tried to be diplomatic at this point by explaining the squadron’s position on Scuds. He interrupted our explanation and repeated his previous order a little louder and an octave or two higher. At this point I had enough and politely told him “NO. YOU GET OFF OUR FUC***G AIRPLANE!!” His response was just as polite: “FINE, HAVE A NICE FUC***ING WAR!” He stormed off the airplane and didn’t even have the decency to close the door behind him. Feelin’ really full of our-

selves now—boy did we tell him!

That feeling lasted but a minute or so as the Patriot battery across the ramp began spitting out missiles! Much to our growing concern, the first missile was tracking pretty much straight up above the west ramp. Not feelin’ so good now! The E-3, a highly perverted Boeing 707, has the standard Boeing cockpit windows. We had to contort our necks into the windows to track the progress of the Patriot. It was rising incredibly fast toward what appeared to be a giant 4th of July sparkler, a Scud on its terminal dive. Oh crap! That was the consensus in the cockpit. The Scud appeared to be falling right onto us. I grabbed for my “chem” gear to my left. When I saw what I had grabbed, my ground crew ensemble, I was even worse. In an instant the Patriot slammed into the Scud with a tremendous splash of light. Felling a little better now.

Again this feeling was short lived as the Scud continued on its course undeterred. About this time a second Patriot launched to try to stop the falling Scud. It hit just as the first had done, all the while I was scrounging for my aircrew ensemble. As the Scud came closer, it was looking less like it was going to hit us but it was going to be close! I gave up looking for the chem. Gear as I realized that my “Kevlar pot” might be of more immediate usefulness. The thing hit the ground after what seemed like an eternity. Made a huge, angry, orange explosion. Dirt and flame magnified by the fact that it was dark made it seem like a small “nuke” from where I was sitting. Starting to feel good again we congratulated ourselves on being alive.

The M-60 tank used for chemical sampling trundled out to the crater left by the Scud. Soon it was deemed a conventional warhead and we all sighed a big sigh of relief. Our ground guys came out to launch us while a runway sweep was made to ensure no debris was on the runway. Soon we were on our way, full of adrenaline, knowing we had seen our first action. As we made our way to the runway for

departure, we felt pretty good. As we were cleared for takeoff, the sirens sounded air raid again. I looked at the other pilot—“Feeling Lucky?” I think his words were “Aw, screw it” as he pushed up the power for takeoff. We flew our sixteen hours uneventfully and I don’t think I even blinked my eyes for that whole flight!

Three months later I was on my way home, flying on a commercial flight, full stomach, lots of booze and a big smile on my face. Lots of exciting things happened between that first flight and the one home, but none as memorable as that night!

Hats off to the guys still over there!

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4. Chrome parts should be correctly represented and should be just as free of surface blemishes and evidences of the construction process as the painted components.

5. Weathering: Although weathering is gaining more acceptance in the automotive ranks, especially with some trucks and certain types of racing cars, it is not standard practice. Most auto modelers build what is considered a “show” car or restored car. Because of this weathering will be the exception rather than the rule. If present, weathering should show concern for scale, be in accordance with the conditions in which the real vehicle was operating, and be consistent throughout the model.

6. Decals: Decals should be aligned properly, especially on racing subjects. Waterslide decals should show no evidence of silvering or bubbling of decal film. Decal film should be eliminated or hidden to make the markings appear painted on.



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CRJ-700 75 seat airliners. U S Air will replace most of their larger fleet equipment (Boeing 737s, etc.) with these smaller jets.

United Airlines had re-instated 162 flights and called back some laid off employees.

Air Canada is parking 40 of their 336 jet airliner fleet in reaction to the SARS virus. Air Canada was losing about \$5 million per day in April. In the first quarter of 2003, through March 31, Air Canada lost \$354 million.

American Airlines will lay off another 3,123 flight attendants by July 1.

All major airlines have suspended flights to Kenya due to political unrest.

British Airways earned \$137.9 million for their fiscal year which ended March 31.

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just got to wait and get the book when it comes out.

In the meanwhile, I have further new book news. Peter C. Smith, the Duke of Dive Bombers, has completed his book on the Petlyakov Pe-2, the most famous Russian dive bomber. It should be released by Crowood Press by the time you read this column, and should be available to you soon afterward. I admit to providing information about crews, orders of battle and other matters to Peter, but what he did with it I do not yet know myself. But coming from Peter C. Smith and Crowood, I think it's a good guess that at worst it will be a worthwhile addition to the Russianist library, and probably will be even better. This book should be an important contribution. The Petlyakov Pe-2 was the only significant Soviet dive bomber, since the Arkhangelskii Ar-2, derived from the Tupolev SB, was produced to only a couple hundred copies. The Pe-2 was known as the Peshka, which could mean either *little "Pe"* or chess *pawn*. Much like a certain contemporary bomber called the *B-one*. In the Russian case, it fit doubly, since the Pe-2 was produced in large quantities, and was almost as disposable as a pawn. It could have been called

the "Widow Maker", had that name not already been appropriated for the Martin B-26. Though the Peshka had a much sleeker appearance than the B-26, and was fast enough to tease the Soviets into producing a not very successful fighter variant, it was also a "hot" airplane. Difficult to fly and more difficult to take off and land. The famous woman aviator Marina Raskova, who had the idea of creating women's air regiments in the VVS, was killed by the Pe-2. In this case, it is not totally fair, for prewar Raskova had been a navigator and not a pilot. Only after she organized the women's regiments and had herself selected as commander of the 587 (women's) BAP, did she have herself qualified as a pilot. And a novice pilot, no matter how senior, had no business trying to fly the Peshka. But during the war, novices were exactly who had to be assigned to fly the Pe-2, and many Peshky were sacrificed even before they met the enemy.

For those who would master the critter, the Pe-2 was fast, relatively maneuverable for a bomber and could be effective. Many regiments using the Pe-2 were not divers because their crews lacked sufficient training for anything more than bombing from level flight or a shallow dive. But some regiments did do dive bombing and gained a reputation for efficiency. A number of Pe-2 pilots became as famous and as decorated as the best-known fighter aces, a goodly number becoming Twice Hero.

As mentioned above, the Pe-2's speed fooled the Russians into trying to turn it into a heavy fighter. Unfortunately, it remained a hot airplane and while maneuverable and fast for a bomber, that did not also hold true by fighter standards. As a "nought fighter" over Moscow in 1941 it also lacked fire power and radar. In 1942 most were either sent to reconnaissance units or to the Northern Fleet to patrol out over the Arctic Ocean, where it proved slightly more successful - mainly because the air opposition was less challenging. After the war both the Pe-2 and Pe-3 were phased out in favor of the Tupolev Tu-2.

(Continued from page 5)

Strutter, and by May, 1916 the plane had a forward firing Vickers gun, with additional interrupter sets sent out to equip existing planes. At about the same time, the compact and easier to use Scarff gun mount was beginning to be provided for the rear gun. Technically, the Strutter was the first English aircraft equipped at the factory with an interrupter. Fairly nimble, and fast for a two seater, (106 mph), the Strutter was enthusiastically received by aircrews. For a brief time in early 1916, the Strutter could deal with German fighters as an equal or better, and was used as an escort fighter, as well as for observation, spotting and reconnaissance duties. The Strutter also acted as a light bomber, able to carry 130 lbs. of bombs.

A dedicated single seat bomber version of the Strutter was requested by the Admiralty and was ready for production almost as soon as the two-seat version reached the front. As a single seat bomber, the rear position was faired over, and the bombs were mounted internally behind the pilot, with closeable doors on the underside for bomb release, and two metal doors mounted low on the fuselage, for additional access to the bomb release mechanisms; the synchronized Vickers gun was retained.

The Strutter was used by the RNAS, RFC, the French (who manufactured 4,200 under license), the Belgians, Russians, and the American AEF (which used them primarily for training, but equipped three Squadrons with them, briefly, in 1918) In addition to the single and two seat versions, the Strutter was equipped with flotation gear and skid undercarriage, and used extensively as a shipborne fighter, and flew from the early aircraft carriers (until 1921). Also developed, was a single seat 'comic' night fighter, with the controls moved to the rear cockpit, and one or two upward firing Lewis guns. The final version was a two-seat flight trainer. A versatile aircraft, indeed.

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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