

The Aero Historian

TWIN CITY AERO HISTORIANS



Volume 37 Number 7

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

July 2003



Sioux Falls Air Show 2003. Everyone likes nose art, and the 114 Wing has some good ones. Lobos Rule!! Also the CAG-bird from the USS Abraham Lincoln, just back from the war.

I remember when..... by Jack Mugan

Well now that I'm retired and living in the state of Florida, I now get all the news about my TCAH buddies either by phone or the Internet. You have no idea how much I enjoy reading about what's going on back home.

I find myself thinking about the club from time to time, and all the friends I left behind when we moved. Now I have a bit of time to reminisce about those early days in the club as I sit around the pool thinking about which model I want to build next. I remember those days when my family first moved to Minneapolis in 1967. Our children were quite small, I was new in my job, and we knew absolutely nobody.

I managed to find out about

TCAH from Dell Merchant, who had a hobby/bicycle shop in Crystal aka Medical Center Cycle. This shop, as well as Moeller's Hobby Center in Robinsdale, turned out to be the hobby shops for us north end guys. So after contacting John Moore for more details, I made it to the next meeting and as they say, the rest is history. Over the ensuing years I became very attached to this club and to its members.

The club was quite small compared to today's roster, around about fifteen members or so, but they sure were an active group. The club was all about airplanes in those days. Even after we became an IPMS Chapter, it was still all about aircraft, thereby making it different than most of the other chapters. Somehow, IPMS seemed to look the other way, and our focus on planes never was a problem with

them. Dues at this time were a whopping one dollar a year.

We were very fortunate to have a couple of extremely prolific builders back in those early days. Bob Jackson for one, who moved down to the twin cities from Grand Forks, ND, would build anything that came in kit form in 1:72nd scale, and he sure built a lot of stuff. Another member was Loren Johnson, a major scratch-builder of 1:72nd scale WW I aircraft, and he also had quite a large collection. Sometime later, Dave Galbraith signed on, and we now had yet another major builder in our midst who had a sizeable 1:72nd scale collection. Dave also brought his interest in airliners to the group, as well as his considerable organizational skills. Because of these three guys, we could always guarantee a huge display

(Continued on page 6)

TCAH Officers

President, Ken Sallman
763-753-3783
Vice-President, Jim Kaltenhauser
952-346-8460
Secretary, Bernie Kugel
651-771-3525
Treasurer, Tom Norrbohm
612-881-5763
Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

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

Distribution Editor

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

Newsletter Photographer
Steve Jantscher

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

Send Change of address notice to:

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

TCAH This Month

The monthly meeting will be held Saturday July 12 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 "kits that should have stayed in the box/builds that look the best with firecrackers taped to them. Bring your embarrassments. All the plastic that died in vain.

General Meeting Minutes

June 14, 2003
by Berenie Kugel

We had our latest meeting Saturday June 14. We have a new member, John Head, who is just starting in the world of modeling. And some lost members have made an appearance, Dave Weitzel, and Dave Gatts.

Nothing in old business this month.

In new business, putting up a memorial of the work of Michelle Chouette on our website was brought up. As well as having mini-seminars before regular club meetings, Talk to Ken Salman if anyone is interested in giving a seminar, or what they would like to see for one.

TCAH has talked with South St. Paul Airport (Fleming Field) about doing some models to replace the ones in the Fleming memorial case in the lounge of our meeting area. We have made plans on doing a 1/72 representation of aircraft not only used by Capt. Fleming, but aircraft present at the battle of Midway.

These people have volunteered to build the models for the display:

United States Navy and Marine Corps
TBD Devastator - Ken Jensen
SBD Vindicator - Bernie Kugel
TBF Avenger - Ken Sallman
F4F Wildcat - Jim Kaltenhauser
F2A Buffalo - Dave Weitzel
SBD Dauntless - Tom Norrbohm (with 157 bullet holes!!!!)
Imperial Japanese Navy
A6M Zero - Dave Pluth
D3A Val - Nike Rybak
B5N Kate - Johan Allert
1/700 Makuma Heavy Cruiser - John Higgins

Until next month, that is all.

From the President

by Ken Sallman

The president has informed us that he is once again on a secret mission and is required to maintain communication security. He promises something spectacular at his next report.

Treasurer's Report

June 2003

by Tom Norrbohm

We still have money! Paid off a couple of important bills last month: the IPMS Nationals Trophy Package and our web site domain for a total of \$290.00. We still have \$5148.74 in the kitty. The club also got it's first Junior Member in some time. Please give a warm welcome to John Head of Oakdale. Welcome aboard John! We now have 84 members on the roster.

Business Meeting Minutes

Businee meetings have been suspended for the summer months as members begin the long and arduous trek from the tropic mangrove forests of Albert Lea to the arctic tundra of Oak Grove, where Johan Allert will host the next business meeting in September.

TCAH Calendar & Events of Interest

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

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 scale single engined jet contest

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 invitational Single Engine Jet challenge

On The Show Table

June 2003

1/32 Scale

Steve Jantscher

Hasegawa FW-190D-9
in progress

1/48 Scale

Frank Cuden

Czech Model T-34C

Larry Donovan

Hobbycraft Seafire XV
in progress

Steve Erickson

Tamiya FW-190A-8

Tamiya P-47C5

Jake Ledman

Monogram Mosquito

Monogram Typhoon

Kevin Ledman

Tamiya Aichi

Steve Macey

Hasegawa Hellcat II

Ellis M. Nelson

ESCI F-100 Supersabre

Niichimo NiK2-21 George

1/72 Scale

Mark Bolton

Martlet II

Martlet V

Steve Hustad

Heller POS Arado Ar-196A

Jim Kaltenhauser

Hasegawa Apache

Matchbox Buckeye

Ellis M. Nelson

Fujimi MiG-29

1/144 Scale

Bernie Kugel

Miscellaneous modern collection

Tom Norrbohm

Academy B-26

Academy Lancaster

Eduard Ju-52

Eduard Bf-109G

Eduard FW-190

Eduard Ju-88 Mistel

Fujimi B-29

Fujimi Jack

Hasegawa Ki-45

Hasegawa Ki-45

Sweet MC.200

Sweet Hurricane

1/72 & 1/76 Scale Tanks

Bernie Kugel

Fujimi Panzer I

Fujimi Panzer II

Italeri Panzer IV H

Hasegawa M-3 Lee

Jake Ledman

Hasegawa Halftrack

Dave Pluth

Hasegawa M-24 Chaffee

Italeri M-4 Sherman

1/35 Scale Tanks

Jake Ledman

Tamiya Lee Tank

TCAH Annual Awards Correction

Last month we incorrectly reported that George Mellinger won the Historian of the Year award. In fact the Historian of the Year Award went to Terry Love for his Airline research.

We regret this mistake and are busy looking for a scapegoat.

That is the last time *The Aerohistorian* will rely on a source who claims to be a former New York Times reporter

Future Business Meetings

September 20?: Johan Alleert

October 18?: Terry Love,

November: 15? Jim Kaltenhauser.

Websites of the Month

by Terry Love

Since there are literally millions of web site out there, we are now going to use themes for our web site column. Due to severe pressure and arm-twisting from the Luftwaffe SIG, the theme of this month's column in the Luftwaffe.

1 - WWW.LUFTARCHIV.DE

This site is in German but it is great. It is the Luftwaffe archives. Under Jagdflieger, it list the 1200 top aces of all countries 1935-1945. The first 300 + were all German. Under Nachtjager, almost a hundred were all German. Lots of other great subjects are covered here. Be prepared to spend hours at this site.

2 - WWW.LUFTWAFFE.DE

This is the official German Luftwaffe site of the present day German Air Force. It does not have a history link but it does have good coverage of today's Luftwaffe. Love those F-4s!

3 - WWW.LUFTWAFFE.CZ

This is a Czech web site, but it is in English. It describes in detail the aces of the Luftwaffe during World War II. It has a biography of each along with their units, locations, etc.

4 - WWW.HEM.PASSAGEN.SE

This is a Swedish site, but it also is in English. similar to number three site above, it is all about fighter aces of the Luftwaffe in profile format.

5 -

WWW.WARBIRDSRESEARCHGROUP.ORG

This is a great site! Highly recommended. It has categories of just about anything that you would ever want to know about the Luftwaffe of World War II. This is another one of those sites that you could spend hours at. What a great research site.

6 - WWW.WW2.DK

This one is Danish, but it is a very good reference site. Check it out.

7 - WWW.LUFTFAHRTMUSEUM-HANNOVER.DE

This site is all about the Luftwaffe museum in Hannover, Germany. Great pictures.

8 - WWW.JG52.DE

I saved the best for last. This is the ultimate Luftwaffe web site!! The links from this web site are some of the best that I have ever seen on the Luftwaffe. It is all about the JG 52 fighter group, of course, but it links up all other major Luftwaffe units' web sites, also, like JG27, JG300, JG302, etc. Not only does the site link you to other units, you can connect to the Luftwaffe Fighter Pilots Association, the Ritterkruez winners, Red Star and Black Cross, the Me-109 hanger, Schlachflieger, Luftwaffe Wings, etc. Have fun for hours at this web site!!

Inside the Luft SIG

The Luft SIG met on June 20, and according to an inside report "just screwed off ". Are they turning into the East German Luft SIG?

Airline Chatter

by Terry Love

Nigeria Airlines has liquidated due to severe debt.

Jazz is the low cost Canadian airline founded by Air Canada. Jazz has grown so fast, and Air Canada has lost so much money, that Jazz may become the larger carrier.

Air Canada has made a deal with its pilots labor union to save \$1.1 Billion, and thus save Air Canada as an airline.

Air Canada will lay off 2000 more flight attendants.

United Airlines lost \$375 million in the month of April.

Boeing signed an agreement with the government to lease 100 Boeing 767s for tankers for 6 years for about \$20 Billion. Is this some sort of bailout? The USAF fleet of Boeing KC-135s are in good shape, and have at least another 10 years of airframe time left. Even the cost of modernizing the entire KC-135 fleet would not cost that much. KC-135s should last until around 2040 - almost 90 years from the first flight! This is an equipment swap only.

ALI flights will continue to operate, but with much smaller equipment. Therefore, NWA will also lay off about 150 extra mechanics of 747s. NWA will also lay off about 150 more pilots - all due to SARS related drop in demand.

Jet Blue ordered 100 Embraer 190s regional jet airliners. Cost is about \$3 Billion. The Embraer 190 is a 100 seat small jet airliners.

U S Airways might drop Washington, DC as one of its hubs.

Boeing sold to Korean Airlines 2 new Boeing 747-400ER freighters and 7 new Boeing 777 passenger jets.

Emirates Airlines ordered 41 new airliners from Airbus worth \$12.5 Billion.

The order included 21 Airbus A-380 super jumbo jets. The other 20 Airbus airliners ordered were Airbus A-340-600s.

Emirates Airlines also ordered 26 new Boeing 777-300ERs.

Airbus now has 116 firm orders for its new double-decker super jumbo jets, the A-380. They need 250 or

(Continued on page 7)

Spraybooth Logic

Opposing Viewpoint:

"Baghdad Bob"

By Dave Pluth

Last month we looked at the balanced approach of General Brooks of Centcom, this month we will look at his counterpart our now famous friend Mohammed Saeed Al-sahhaf or "Bagdad Bob" as he is better known.

So how does Bagdad Bob approach his hobby? Let's listen in to Bob's conversation with his wife and find out.....

Mrs. Bagdad Bob (BB from here forward) — "So, I see you bought something at the hobby store today."

Information Minister Bagdad Bob (BB from here forward) — "We were not within a hundred miles of a hobby store."

Mrs. BB — "Well don't you have several tanks already?"

BB — "Of course I have tanks. I have thousands of tanks, tens of thousands of tanks. None of those tanks are on my self of doom however. The ones that are there are not mine they have been borrowed from my donkey Spike. This line of questioning is ridiculous."

Mrs. BB — "But you have so many kits, why this one and why another one?"

BB — "Where do you get the idea that I have many kits? Lies, just more lies."

Mrs. BB — "So how does this kit fit into your collection?"

BB (holding a kit) — "What kit? I do not know what you are talking about. You are mad, mad I say!"

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

BB — "This is an American conspiracy of lies and misinformation. I do not know what this Roll Models person is. However I'm sure that they are some type of imperialist dog, whoever they are."

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

BB — "Again, what book. There is no book. I know of no such book or

any such place as a bathroom."

Mrs. BB — "So when will you actually finish a kit that you start?"

BB — "Finish? I have finished all my kits. I finished one just now when you weren't looking. I finishing everything I start. Your accusations will be crushed by my modeling greatness and your soul eaten by ravenous dogs while your mother watches."

I think that there is a bit of Bagdad Bob in all of us. Our plans are grandiose, but are spirits are sometime too weak to get by the problems that we have in building our kits or exploring our references. Maybe it's time to exorcise the demons of Bagdad Bob that are in each of us have and face our "shelves of doom" with the proper degree of reality, after all, not every kit will be a contest winner and most will never be built!

Now go build something!

Book News:

The Grand ol' Osprey

By George Mellinger

This week the new Osprey catalog arrived. Most important news for all of us is that MBI is reducing prices on many of the Osprey books. Several of their titles in their *Elite Unit* series are dropping from \$21.95 to \$19.95. Their regular *Aces* series and *Units at War* series decline from \$19.95 to \$18.95.

And just in time too. The catalog also announces that your editor's new book, *LaGG-3 and Lavochkin Aces of World War 2*, shamelessly plugged last month, is scheduled for release in November. Also scheduled for November are *Hurricane Aces 1941-1945*, and *PBJ Mitchell Units of the Pacific War*.

Of particular interest to Terry Love and Bob Steinbrunn should be and *US Army AH-1 Huey Cobra Units in Vietnam* and *Bell UH-1 Huey Slicks* in their Vanguard series.

For John Eian, July will see *Iraanian Phantom II Units in Combat*, and *B-29 Superfortress Units of the Korean War in December*.

One real curiosity is the release

(Continued on page 7)

Russian SIGNALS

by George Mellinger



One of the most important figures in Soviet aviation during the 1930s was Yakov Vladimirovich Smushkevich born in 1902, a Lithuanian Jew in the Tsar's empire. Such a background virtually guaranteed a revolutionary outlook, and in 1918 he joined the Bolshevik Party and the Red Army. Initially he fought in the civil war as a rifleman, but in spite of a limited formal education, he was intelligent as well as politically committed, and became a political officer. While many communists left the army after the civil war to join the secret police or to try to "build socialism", Smushkevich had a taste for the military and remained in the Red Army, but in 1922 he transferred to the new aviation branch. Initially trained as an aviation mechanic and served as a mechanic with the 4 Eskadrilya at Minsk, while continuing his role as a Party official in the unit.

Due to his political work, in 1931 Smushkevich was appointed Commander and Commissar of the 21 Air Brigade based at Vitebsk. (During the next few years it was renumbered the 201 Brigade and later the 40th.) At the time the Red Army had just recently introduced a new Unitary Command system, under which officers who were Communist Party members of proven reliability were authorized to serve as their own commissar, without further oversight or meddling. Selection for such authority was a mark of great trust, particularly on one's first command. It was only at this point that Smushkevich actually attended flight school. Though he graduated from Kacha, the home of Russia's fighter pilots, Smushkevich's new brigade was a light bomber outfit, and he flew the Polikarpov R-5. So far, Smushkevich was notable mainly for his politics, though he was also known as an effective brigade commander.

But in July 1936 civil war broke

out in Spain and Germany, Italy and the Soviet Union rushed to take sides. On September 10 1937 Yakov Smushkevich arrived in Spain dispatched by Stalin to command the Soviet air units and advisors in Spain. Since the Soviets officially were not there, he went under the nomme de guerre General Duglas. His first task was to for air units and to organize the air defense of Madrid. Contrary to retrospective views based on later Nationalist success, the Soviets initially were most competitive, the I-15s and I-16s able to give the Italian Cr.32s a good fight, and completely dominant over the He-51.

But Smushkevich believed that airpower should assist the battlefield. During the battle of Guadalajara, on March 20, 1937, Soviet air units caught the Italian Littorio motorized division advancing along the highway and completely routed it with a series of air attacks. Starting with the I-15 Chats, followed by R-Z attack aircraft and SB-2 bombers, the Soviet units flew a continuous series of raids using a tactic they called the "conveyor". As soon as one formation of aircraft finished attacking and returned to base, it was succeeded by a new attacking formation, which as succeeded by another and another, until the first formation had refueled, rearmed and returned to begin the next cycle of attacks. The Italians were unprepared, and when the lead vehicles in their convoy were destroyed, the rest were trapped. With no air cover and ineffective anti-aircraft defense, the division was virtually destroyed, for virtually no losses to the Republicans. The operation which was conceived and overseen by Smushkevich, was a model for close air support operations of World War II. Smushkevich rotated home in May 1937 and was awarded the Hero of the Soviet Union in June. At this time the Soviet/Republican air units in Spain probably were at their peak of effectiveness.

On May 22, 1939 Red Air Force units joined combat against the Japanese over Khalkin Gol, and in six days were humiliated. By their own reckoning the Soviets thought they had been trounced with a loss

ratio of 3 to 1. Considering that both sides notoriously overclaimed, the losses were actually 15 to 0. With a real emergency developing, Smushkevich was sent out to restore the situation. He brought with him 22 of the most successful of the Russian fighter pilots who had flown in Spain, and as volunteers in China. These proven experts and Smushkevich were supposed to restore the situation and teach the inexperienced pilots of the 22 and 70 IAPs how to fight.

Smushkevich decided that the problem was the inexperience of the local pilots and the fact that they tended to operate in small flights of 3 or 5 aircraft instead of at squadron or regimental strength. For three weeks the Red Air Force stood down as Smushkevich and his experts trained the local fliers and tried to restore confidence. When they returned to battle on June 22, 1939, 95 Russian fighters challenged 120 Japanese aircraft and claimed 31 victories for the loss of 14 of their own. During the next several days, the Russians also introduced the new I-153 biplane, a cannon-armed version of the I-16, and the RS-82 rocket. During the summer Smushkevich substantially restored the situation, and by August the Russians and the JAAF were fighting on substantially equal terms. Despite overclaiming on both sides, it appears that the Russians were giving better than they took by the end of fighting, as the JAAF was even reduced to committing its old Ki-10 biplanes as their last available reserves. For his accomplishments at Khalkin Gol, Smushkevich was awarded his second HSU on November 17, 1939. In November 1939 he became Chief of the Air Forces of the Soviet Army, and in December 1940 the Assistant Chief of the General Staff for Aviation. In June 1940 he was promoted to Lieutenant General. Still politically committed he was also a candidate member of the Central Committee of the Communist Party.

During 1940 and 1941 Smushkevich struggled to modernize the Red Air Force and to incorporate

(Continued on page 6)

(Continued from page 5)

the lessons learned over Spain and Mongolia. Amongst these lessons were the benefits of operating in larger sized formations, the conveyor technique for ground attack, the value and techniques of assaults on enemy airfields, and the superiority of the four aircraft formation over the classic vics of three or five. Smushkevich also championed the introduction of modern aircraft and more intense training for pilots, including attention to maneuvering. Unfortunately, this time he was not successful. He was faced by opponents far harder than the Germans, Italians and Japanese - Marshals Voroshilov and Budenny and Comrade Stalin. The lessons learned so dearly in Spain and the Far East, which might have given the Russian pilots a serious chance in June 1941 were thrown out and banned by Stalin and his old cavalry mafia.

While it is generally believed that Smushkevich was among those scapegoated for the catastrophe of June 22, in fact he had been arrested earlier, on June 8 for reasons that are still uncertain, but probably involved his championing of unwelcome military reforms. Yakov Smushkevich was shot without trial on October 28, 1941. He was officially rehabilitated on May 11, 1954.

When Smushkevich was elevated to the General Staff, his replacement as VVS commander was Pavel Rychagov, who had gone to Spain with him in 1936, and become an ace, later serving as commander of the Soviet volunteer pilots in China. Rychagov was another champion of reforms and was particularly outspoken. In 1940 at a conference called to discuss excessive flying accidents in the air force, Rychagov lectured Stalin "There have been crashes and will continue to be crashes as long as you require us to fly in coffins."

Rychagov was arrested on June 24, 1941, shot the same day as Smushkevich, and rehabilitated on July 23, 1954.

The stifling of such forward-thinking commanders was a major contribution to German successes.

whenever we wanted to show of the club to the public.

I remember being extremely impressed at one of my first club meetings when Tom Walsh showed up with his scratch-built model of a 1:72 scale FB-1 Marine bi-plane fighter that had won the Best in Show at the IPMS Nationals in Washington DC the previous month. Tom instantly became my modeling hero, and he also became a good friend. We would later work together at Dayton's in Minneapolis, as well as Higbee's in Cleveland.

Tom seemed to get most of his modeling enjoyment from figuring out the engineering problems in scratch-building his models. Once that challenge was met, sometimes he was hard pressed to finish the model. I remember him showing up at our contest for Viet Nam aircraft with a F-111 that really knocked everyone out. Later on, I was lucky enough to travel to the Nationals in Kansas with him when he unveiled his scratch-built F-16 in the factory colors. Needless to say, it was another Best in Show winner. Tom was our Steve Hustad in those days.

The club was very friendly to newcomers, and as I remember, Noel Allard went out of his way to introduce me to all the old hands. A few other old friends started with the club about that time. Bob Nelson and Chuck Mayer come readily to mind.

The club already was having a few contests that were open to the public, as well public displays before I became a member. It wasn't long before we had elected officers and adopted a constitution. The club was displaying at shopping centers, libraries, and hobby shops, and even at Dayton's downtown, and we recruited several new members each time. The displays were a lot of work, but were also a lot of fun, and the membership continued to grow over time.

I don't exactly remember how or when it happened, but somehow the club drifted away from Medical Center Cycle, and Custom Hobbies became more or less the club's official hangout. "Ma" Schroeder, who

also ran a craft shop next door, owned Custom. The craft shop was her primary interest however, so she would hire help who were into plastics, and could talk the talk with that side of her business. Bernie Fletcher and Mark Copeland were just two of the several club members who worked for Custom Hobbies.

Many of the members would meet there on meeting day, the first or second Saturday of the month, and then go across the street to Matt's Bar and Grill for a Juicy Lucy (Two hamburger patties with cheese in between) and fries, before heading off to the meeting. Bob Nelson, George Minaric, Ken Johnson and I (The Northern group), would meet up with Frank Cuden (all the way from Albert Lea), Ken Ring, Tom Norrbohm and several others. (Frank and Sid continue this tradition to this day) Some of the hardcore members also managed a quick stop off at Ring's Hobbies, which was right on the way to the meeting. I would find my way to Custom Hobbies almost every Saturday, and would always bump into a fellow member or two.

Club meeting places jumped around a bit in the early years. I remember Building #641 at the MN National Guard as the one of the very first sites. And then on to St. Louis park Community Center when a conflict occurred at the base. The next place we landed in was North Central Airlines Training Center. This was pretty cool, because it also had an aviation atmosphere, and we could go see the flight simulators when we wanted to.

The first big club display that I recall was at the Har Mar Mall show. This was a three day exhibit that we repeated several times for the next few years. We even managed to get some radio and TV time to promote the show. We estimated that upwards of four thousand people passed our display over those three days. We put on quite a show, and I remember Monogram giving us their new B-52 kit to give away. I think Chuck Mayer and I went to the winner's home to present him with

(Continued on page 7)

(Continued from page 4)

ders to break even on the design. Boeing new airliner will be called the 7E7 Dreamliner. It will be a super fuel efficient 200 seat airliner. IT will be made almost entirely of composite materials. It will have larger seats with wider aisles.

Air France will donate their Concorde SSTs to various museums, including the Smithsonian.

Continental Airlines will park two Boeing 737s behind the NWA cargo facilities. With so many airlines parking their excess aircraft, parking areas are at a premium. NWA will charge for parking the 737s on the ramp. NWA will make money anyway that they can.

In the Mojave Dessert, there are thousands of acres of parked airliners. Around 310 airliners are parked there. Another location is Victorville, California which has 168 airliners, and Roswell, New Mexico has 145 airliners. In total, there are 734 airliners in long term storage.

Northwest Airlines has their parked airliners in Roswell, New Mexico. Northwest Airlines is parking 1 Boeing 747-200s that they use mainly in the Pacific area, and replacing them temporarily with Airbus A-320s. All due to SARS

There are not just U S airliners parked either. Air Canada has 20 parked, along with Swissair, British Airways, etc. and very low passenger loads.

Air Tran has retired the last of its Douglas DC-9s from Valu Jet. Air Tran now operates the Boeing 717, and advanced Douglas DC-9.

Southwest Airlines has 19 factory-fresh Boeing 737-700s parked, but as Southwest updates its fleet of older Boeing 737-200s, they will begin swapping the older jets for the newer jets, especially as the older ones come upon scheduled heavy maintenance.

To put an airliner into storage, its costs about \$12,000 for a narrow body jet which includes covering of the engines, taping all cracks, etc. Storage is about \$1,000 per month per airplane.

Some of the older jets are for sale. A Boeing 727 would have sold for about \$3.5 to 5 million three years ago, now go for about \$1 million.

Any Boeing 727-200 is only around \$500,000 since there are so many of them in storage.

(Continued from page 6)

this fantastic prize. This 1:72nd scale B-52 kit was a big deal back then. Funny that there are rumors that it is to be re-released again soon.

The club had already attracted a few non-modelers by this time. They were much the same as today, a collection of artists, photographers, collectors of books, memorabilia, patches, kits and decals. Models continued to be the main draw however. I think club member Bob Kaye was our first club celebrity, as he gained international recognition for his His-Air-Dec decals and his His-Air-Dec News magazine. His decals were sold in many countries around the world.

I remember getting involved in just about every project the club started in those days. It was a lot of fun for me being on the various committees, whether it was working on the new club constitution or the next contest or display. Actual modeling almost took a back seat to being an active member in the club. It seemed like I was seeing a lot of Noel Allard, Tom Walsh, John Moore and Chuck Mayer and others between the regular meetings. I really don't remember a shortage of volunteers back then. I admit it was a little exciting to be part of the growth of the club, as well as trying to make it a legitimate organization of serious aviation historians and modelers.

Between the meeting Saturdays would usually find several groups of our members bumping into each other as we hobby shop hopped around town. We would gossip about rumors of new kits, talk about upcoming air shows, critique the guest speaker or comment on models from the last meeting, look at the same kits on the shelves that were there last weekend, and all to often talk ourselves into yet another kit or decal purchase. Damn, those were fun days.

I think we became an IPMS Chapter in 1969 or so, and Chuck Mayer became our first Chapter

contact. Chuck set up a newsletter exchange with other clubs, and then he shared them at the meetings. Chuck was very involved in the club in those early years, often providing aviation films to be shown at a lot of the meetings. Also Chuck, and later Jim Goodall, would become heavily involved in the photo documentation of military aircraft, resulting in collections that numbered in the thousands. Chuck and Jim would travel to military bases all over the region, and became very close friends in the process. Over the years, Chuck spent time as the club President; he organized the club photo contests and was the newsletter editor for several years.

It seemed to me that even though the club was smaller back then, just about everybody was involved in one club project or another. There seemed to be a lot happening and everyone was on a committee of some kind. There were a lot of good ideas as to what the club could do to promote itself as well as the hobby..

(Continued from page 4)

scheduled for October in the "Elite" series *Luftwaffe Schlachtgruppen*. The catalog blurb speaks of them as "tasked with destroying US bombers in the skies above Germany..." Is it the author or the catalog writer who knows not the difference between a Schlachtgruppe and a sturmgruppe?

Among the new releases in the *Modeling the...* series will be titles devoted to the Harrier I & II, the Messerschmitt Bf-110, F-4 Phantom, and the M3/M5 Stuart tanks. Did that get Dave Pluth's attention? Thought so.

As for me, I'm particularly glad that I'll have the right to buy one copy of each of these upcoming-books at Osprey authors' discount prices.

And a brief triumphal gloat. At the rear, in their "Backlist bestsellers" pages, is P-39 Airacobra Aces by Mellinger & Stanaway. I'm counting every one of you guys to preorder Lavochkin Aces for your wives for Christmas. Help me bump Hillary's book from the number one slot!!

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.



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

John Roll
Vice President
john@rollmodels.com

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

RICHFIELD 866-9575 LITTLE CANADA 490-1675
HUB HOBBY CENTER
OPEN: MON-FRI 10:00-9:00, SAT 9:30-5:30, SUN 12:00-5:00
Model Railroading Radio-Control Plastic Models
Science Projects Kites Rockets Road-Racing Videos
Richfield 6416 Penn Ave. S. Richfield, Mn 55423 (1 blk S of LUNDS)
Little Canada 92 Minnesota Ave. Little Canada, Mn 55117 (Hwy 36 & Rice St.)

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

Return address requested