

The Aero Historian

TWIN CITY AERO HISTORIANS



Volume 38 Number 1

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

January 2004

Spraybooth Logic A Modeler's Story

By Dave Pluth

In a small office lost in the middle of nowhere sits Ebenezer Scourge or ES as we will call him for purposes of brevity. ES is a rather grouchy young man of 45 years. Why is ES grouchy?

Well, the list is long, but we'll start with the fact that Hasegawa released a new 32nd scale kit without consulting him as to what he was interested in. "How could they" he shouted at his employees, when his new issue of SAMI arrived in the office mail. He was heard to say, "Well, they'll probably get it wrong anyhow" as he huffed off into his office.

Now ES was a modeler from way back. As a child he build every kit he could get his hands on. Heck, he even won an award at an IPMS National. But those days have seemed to have passed ES by. ES was in search of the perfect model. In fact he was so in search of that model that it has been 10 years since he finished his last kit.

On the other hand, ES has a young fellow working for him who builds and builds and builds. Bob Builder isn't really the greatest modeler in the world, but his collection of completed kits is quite impressive. Hasegawa, Tamiya, Fujimi or MPM, it simply doesn't matter, Bob has built them all.

The fact that Bob actually completes kits angers ES a great deal. However, since Bob's actual job isn't related to modeling, ES can't fire Bob without the threat of a lawsuit. This doesn't deter ES from making Bob's life a living hell in an effort to suck at least some of the joy out of his life.

With the day of the "Great Contest of Validation" approaching, ES has a plan. He will make Bob work on that day and try to deny him of validation in hopes to crush his



Just in case you were wondering why your Aerohistorian Christmas Joy is just a few days late this year.

spirit. As ES leaves for the Day he stops by Bob's desk and breaks the news to him. "There will be no validation for you tomorrow, you need to come in and do inventory!!!" says ES with an evil cackle.

While Bob is a bit upset that he will not be able to see his friends or look at many cool models, but he accepts that he will not be able to go and wishes ES a nice evening. (Flash forwards an hour.)

ES is just finishing cleaning up after dinner and goes down to his model room. His workbench is cluttered with half completed kits, spare parts, and hundreds of gimmicky type of tools (none of which actually work). Books fill the spaces where there used to be desktop and Star Wars posters litter the walls. ES settles in for another night of modeling.

Suddenly a crashing sound shakes ES. As his spins his chair around, he sees the ghost of his old modeling buddy Bob Marley

(dredlocks and all!). Bob looks at the modeling bench in disgust and begins to shake his finger at ES. "Ebenezer, you were once such a great modeler mon, what has happened to you?"

Ebenezer rubs his eyes and answers, "Bob, old buddy, I don't know what you are talking about, and I'm just building models like we did in the old days." Bob recalls, "Ebenezer, you haven't finished a model in over ten years. In the old days, you'd finish two a month. What has happened to you Ebenezer?"

Ebenezer answers, "Bob, they just don't make kits like they used to. Look at this Tamiya kit, the tail is all wrong on this one. This Hasegawa kit has a bump on the nose that shouldn't be there and this Revell kit, well, it's just a Revell kit, enough said about that."

Bob shakes his head, "Ebenezer, you need to find your modeling

(Continued on page 6)

TCAH Officers

President, Ken Hornby
651-552-0888
Vice-President, Bernie Kugel
651-771-3525
Secretary, John Dunphy
952-758-6519
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 January 10 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month our theme is Luftwaffe aircraft



General Meeting Minutes

December 13, 2003
by John Dunphy

The meeting was held on Saturday December 13. Ken II aka Ken Hornby called the meeting to order. first item on the agenda was a warm welcome back for Mark Krumrey.

In Old Business, TCAH needs an artist to refine the newly selected club logo. Anyone interested should contact Ken Hornby

We are also looking for help updating the Fleming Field display case shelves and graphics. The deadline is May.

Club members need to pay their dues by January to be included on the club roster.

In New Business, Dennis Strand informed the club that *Aero Research* is selling off their inventory for 60% discount

It was decided that TCAH should buy gift certificates for the club raffle.

Modeling mini-seminars were discussed. Anyone interested in giving a seminar should contact a club officer.

Steve Macey is in charge of the club contest to be held in April. It was suggested that there should be a photo booth for the contest.

There is a new hobby shop in town, Central Hobbies, 401 15 Avenue N., South St. Paul.

Nominations were made for the annual club awards for the April meeting.

Modeler of the Year:

Frank Cuden
Bernie Kugel
Steve jantscher
Dave Pluth

Historian of the Year:

Terry Love for his C-46 book
George Mellinger for his LaGG Aces book

Newsletter Article of the Year:

Merrill Anderson for From the Front
Roger Grauly for Desert Storm
Terry Love for Airline Chatter
Dave Pluth for Spraybooth Logic

The 1/72 Jet Contest, sponsored by Pat Butler was held. Fuller news is reported elsewhere.

Business Meeting Minutes

December 13, 2003
By John dunphy

The business meeting was held December 13, after the conclusion of the general meeting, and was attended by 13 members.

The main agenda was discussion of proposed changes to the TCAH constitution and by-laws. After some discussion and minor changes of wording, the proposed changes were approved. A copy of the Constitution and By-laws will be included in a future issue of the newsletter as a separate insert.

Treasurer's Report

December 2003

by Tom Norrbohm

We are looking good going into the New Year. We have money! As of 12-20-03, we have \$8,278.43 with 74 members out of 90. Hope everyone had a Merry Christmas and a Happy New Year!

1/72 Scale Jet Contest Winners and Others

Out of the Box Category

First Place:

Bernie Kugel Saab Viggen

Second Place:

Ken Hornby Italian F-84F

Third Place:

Pat Butler Soviet MiG-17F

Anything Goes

First Place:

Dave Heffernan Aero L-39Z

Second Place:

Steve Jantscher F-107

People's Choice

Dave Heffernan Aero L-39Z

Other participants:

John Dunphy Iraqi MiG-21MF
Ken Hornby F-84T Thunderbird
George Mellinger MiG-17F Angola
Dave Pluth MiG-15UTI Polish
Don Stauffer Heinkel 178

Kudos to the winners, and attaboys to everyone else who participated and helped make this a success.

From the President

by Ken Hornby

Well, I hope everyone had a pleasant Holiday, and I'd like to welcome you all to a new year with the Twin City Aero Historians. Last month's meeting ran longer than usual and I'd like to thank those persons who stayed even longer for the business meeting afterwards. Thanks also to Pat Butler for sponsoring the single-engine jet contest. Did anyone else notice that the three winners for the out-of-the-box category were the Vice-President, President, and contest sponsor? Hmm.

The Business Meeting was well-attended by a good cross-section of old and new members who managed to wade through updating our club Constitution and By-Laws. The new documents will be mailed with the newsletter sometime in the next few months and will eventually be made available on our website. The Secretary should also have a copy on hand for member perusal at future meetings. If you're familiar with the old documents, the biggest changes were in making provisions for "life" membership categories, outlining voting procedures, and revising our Objective or "Mission Statement". Otherwise we clarified some passages and corrected grammatical errors. Thanks again to all those who participated.

We are still looking for help in re-making the graphics in the Richard Fleming Memorial display case outside the meeting room. We have members who are building models of the significant aircraft involved in the Battle of Midway, but we still need to update the graphics, (photos and text), to a more professional standard. Anyone who can help or knows of someone who can, please contact one of the club officers. A May deadline for completion of this project is looming.

For January, we will have the first of the "mini-seminars" discussed at the December meeting. Steve Hustad has graciously agreed to show us how he creates the groundwork on the display bases for his armor and figure models. Please take the time to attend; it will be held imme-

diately after the General meeting.

It's also time to think of nominations for club awards: Historian, modeler, and newsletter article of the year. Member of the Year nominations will be decided by past winners. We'll be taking nominations through February.

January's theme is Luftwaffe aircraft so I expect to see a lot of splinter camouflage and politically incorrect markings on the show-and-tell table.

The Business Meeting will again be held after the General meeting, (or actually after Steve's seminar).

Finally, if you'd like to see the club doing something different or covering certain topics, please feel free to contact me with suggestions or (Heaven forbid!) volunteer your time or talent to get it done. The TCAH is a reflection of the interest and time your willing to put into it. Here's looking forward to another fun New Year!

The V-P Report A Modelers Most Valuable Tool By Bernie Kugel

Look around your work area sometime. Sit in your chair and take a really long look. Ask yourself a question. What is the most important tool around here for my hobby? Is it new #11 blades? Or maybe your airbrush? Could be. It could be your years of collecting reference material. But there's one tool that modelers try to ask for every year and most never get. TIME.

Time? Ask any modeler what their biggest problem is, it's time. With jobs, families, and other responsibilities, who has time to build a model. Even as the Kugelizer, I struggle to make time for modeling. I spend my time at work daydreaming about spending an evening in my den working on my latest builds. Only to find out that after cooking dinner and getting the chores done around the house. I'm too tired to even think about working on a model. For you guys with kids, I can't believe you can even think of building a model, let alone have time for one.

Now here's an aspect. What do

you do when you have time? What type of model should I work on? You look at your shelf of doom. You see models that you bought years ago, you probably even remember when you bought it. You see yourself at a hobby shop that no longer exist. The hottest new kit is in your hands. You have been waiting for this kit ever since you read of it's coming in the May issue of FineScale. You get it home, rip off the cellophane and drooling over the pieces of plastic like the wolf in the old Tex Avery cartoons. You place it on your work station and make a pact with yourself to start building this box of plastic after dinner. You never got there after dinner.

Now twenty years later you wipe off the dust on the cover, crack a small smile and put the box back on the shelf. You look at your workbench and see the latest creations of your hobby. A few half-worked kits, most with a thin layer of dust covering them. You sit down, look at the latest thing you worked on. You take the make-up brush you stole from your wife's cosmetics drawer and lightly brush the dust off the piece. It looks like it needs another coat of paint. Grab the paint bottle, shake it up for a few seconds. And just before you get ready to open it, you hear the death call for all modelers:

"Honey, can you come up here for a second?"

Now, I figure you can work the story out for yourself from here. Most of us live it. And you're probably asking yourself, why did I write this story? Telling us something we all know. It's because many a modeler has lost sight of the fact this story deals with all of us. We all struggle to find time to build. And when we find that precious time we work on what interest us the most. Be it airplanes, armor, ships, etc.

As an officer of this club. I've been approached several times and have read many letters on the webgroup about seeing too many models on the table that don't have any interest of that particular member who I'm having the discussion with. The complaints of seeing too many armor kits on the table, to not

(Continued on page 7)

TCAH Calendar

February - Campaign Theme
North Africa/and Mediterranean;
aircraft,tanks,either side.

March - Saint Paddy is wearin' the
green, and this month so should your
aircraft. Olive Drab is a sort of
green.

April - TCAH Club Contest. No spe-
cial theme.

May - VE Day - Late war European
Theater. Luftwaffe models returning
from January will be shot down.

June - RAF & Commonwealth

July - Red, White & Blue.

August - Campaign Theme -
Guadalcanal.

September - Aircraft of the War on
Terror.

October - TCAH salutes the
United States Marine Corps.

November - Club election & auction
No theme.

December - Campaign Theme -
Eastern/Russian Front.



Captured Fokker T.VIIIW impressed
into Luftwaffe service

Contest Calendar

2-7-04 5th Zumbro Valley Scale Model
Contest & Show
9:00AM-4:00PM
Stewartville Civic Center

5-7/8-04 R-5 Con- KC-Con
Kansas City Expo Center
Contact: Darren Roberts
913-782-1159
Dar-
ren.roberts@ipmsgreatplains.co
m

On The Show Table

December 2003

1/24 Scale Aircraft
Steve Jantscher
Trumpeter Spitfire V

1/48 Scale Aircraft
Frank Cuden
High Planes World Jet
Steve Erickson
DML Fokker D.VII
Hawk Me-163 Komet
Monogram Me-262
Bernie Kugel
Tamiya F4F-3 Wildcat
Dennis Strand
Hasegawa F6F-3 Hellcat
Tamiya F4U-1D Corsair

1/72 Scale Aircraft
Gary Anderson
Heller "Dewoitine
Experimental Jet"

George Mellinger:
Eduard Il-2M3 Shturmovik
Dakoplast Il-2M Shturmovik
Gran SA-2 Guideline
Dave Pluth
Hasegawa A6M2 Model 21
Revell Spitfire Mk V
Mike Rybak
Fujimi D3A1 Val
Fletcher Warren
Hasegawa A6M Zero Type 52

1/35 Scale Armor
George Mellinger
Zvezda (DML) BTR-70 APC in
Russian Peacekeeper markings

1/72 & 1/76 Scale Armor
Steve Hustad
ESCI Jagdtiger
(production line)
Fujimi Jagdtiger
(exploded)

Steve Jantscher
Fujimi KV-1
Bernie Kugel
Chi Ha Tank
Churchill Tank
PzV Panther Tank
Pz KW-I Tank
M-8 Armored Car
Wespe SP Artillery

Dave Pluth
Fujimi Type 97 Chi Ha
Fujimi Panzer Pz.I
Matchbox Sherman Firefly
MR Models M4A-4 Sherman

Airline Chatter

by Terry Love

Qantas is organizing a low fare air-
line. Soon they will order up to 23
Airbus A-320s for the new airline.
The new airline will be called Jet-
star.

Qantas presently operates a large
fleet of Boeing 737s - the direct
competitor to the Airbus A-320 -
and Qantas has more Boeing 737s
on order.

Air New Zealand presently oper-
ates the Airbus A-320 and will do
maintenance work for the new air-
line.

MAS - Malaysian Air Service -
has affirmed its pledge to buy six
Airbus A-380 super jumbo jets.

Boeing's new 7E7 will have larger
overhead bins, larger seats, and
larger windows - 19" by 11".

Virgin Blue Airlines, Australia's
second largest airline behind Qan-
tas, ordered 5 more Boeing 737-
700s for about \$200 million. VIR-
GIN Blue has options for 50 more
737s.

China Southern Airlines ordered 5
more Boeing 737-800s from Boe-
ing.

Ethiopian Airlines took delivery of
a Boeing 767-300ER on November
25, its first 767 and its first new air-
liner in years.

Uzbekistan Airways took delivery
of its first Boeing 767-300ER on
October 4, its first new jet airliner.

Northwest Airlines retired another
Douglas DC-9 on December 8. It
was Douglas DC-9-31, fleet number
9937, N908H, msn 47517, the
583rd DC-9 built. It was delivered
on March 18, 1970 to Hawaiian Air-
lines. It ended up with 79,700 flight
hours, and 98,800 cycles.

Qatar Airways purchased four
Bombardier CRJs, the ultra long-
range versions, for \$180 million.

Aero Mexico begins service Mex-
ico City to Boston this January.

Frontier Airlines recently took de-
livery of their 23rd Airbus A-319.

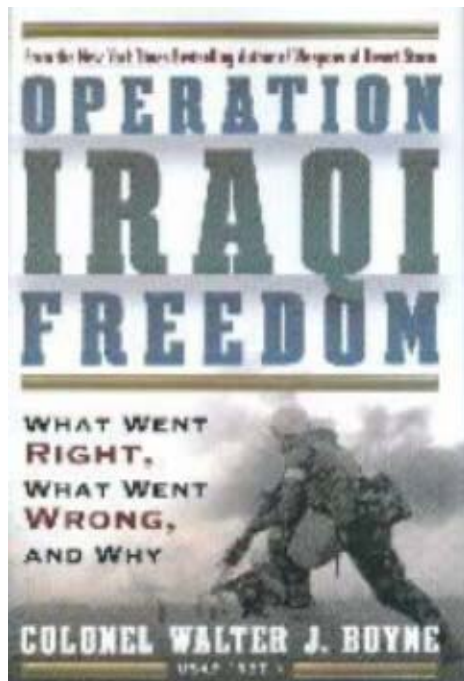
United Airlines has 648 flights per
day from Chicago's O'HARE Air-
port.

Qatar Airways will begin service
from Qatar to Singapore using their
Airbus A-340-600s.

(Continued on page 7)

Book News

Operation Iraqi Freedom by Colonel Walter J. Boyne Reviewed by George Mellinger



Strictly speaking, *Operation Iraqi Freedom (OIF)* is not an aviation book, but it earns a review here because aviation and airpower doctrine feature so centrally in *Operation Iraqi Freedom*, and also because it is a book of major importance to anyone interested in security policy and the changes in military affairs.

As Colonel Boyne admits, finishing a study of a war, virtually before the rubble stops bouncing, guarantees some assertions will be invalidated as new information becomes available, and some conclusions will need revision. In some cases, such as the events involved in the protracted Jessica Lynch saga, he was able to note that new and contradictory information was emerging. The capture of Saddam and other important documents comes too late. However, nothing yet seriously hurts the author's interpretation, and some developments may strengthen his case, by undermining critics. And as he reminds us, some of the crucial facts may remain classified for generations or never be known. In writing early, the author gains the benefit of fresh memories and impressions, and

captures evaluations as they were believed by the policy makers at the time. Due to his standing as a retired USAF Colonel and recognized aviation historian, Col. Boyne was able to gain extended help and interviews from participants, including USAF Generals Jumper and Horner, and many others. The result is a book with deep professional insight, explaining to an informed amateur the revolution in military affairs which has just occurred.

Yes, RMA's have been announced as regularly as postage increases, and have materialized seldom as Vikes Superbowl rings. But OIF shows why this one was the real thing, as contrasted with Desert Storm, which, impressive as it was at the time, was only a pale promise of what was to come twelve years later. This revolution was manifested not only in a vast increase in both the numbers and accuracy of PGMs used, but also of a wide variety of other technologies, a number of revolutionary developments at all levels of the military. Perhaps the most dramatic innovation was the widespread use of drones, the Predator and Global Hawk, not only for long term real-time surveillance, but also as strike platforms. Targets were discovered and then hit in as little as 12 minutes. Related, though less obvious or dramatic, was the virtually complete computerization of the army, even down to the level of individual infantrymen. Combined with this was the achievement of true jointness and inter-service cooperation, for the first time in history, and almost as great a degree of cooperation with our British allies.

While little is known about Special Forces operations, even in general terms, it appears that they were used to an unprecedented degree, given unprecedented autonomy, and used a number of dramatic but undisclosed technologies. And played an unprecedented role in victory. There was particular synergy between the SOF and the various air and space surveillance and communications platforms.

Hardly revolutionary, but still amazing was the extent to which

legacy systems, such as the B-52 were able to perform and integrate with the newest technologies for revolutionary effects.

A point which the author makes with obvious relish is the fact that virtually every successful weapon system was earlier derided by congressional and media critics as failures and boondoggles which should be abandoned.

This technological dominance also permitted a revolution in operational art. In past wars airpower has always been used to support the ground forces. In 1991 air units took weeks to prepare the battlefield before the ground forces moved forward. In 2003, air and ground forces began their offensives almost simultaneously. Further, to a considerable degree, their roles were reversed. In the past Tac Air scouted ahead for fast-moving mechanized columns and prepared for them the battlefield. But now it seems as if those fast moving mechanized columns served to scout for the air forces, forcing Iraqi armored units to abandon positions or come out to fight, flushing the enemy from his cover so he could be killed by the shooters in the air. Much like an efficient hunting dog which makes possible the hunter's shooting.

Another unprecedented development made possible by the RMA was the attempted decapitation strike which opened the war, and subsequent attempts which followed. As has been conclusively proven by Saddam's recent capture, these all failed in their attempts to kill the dictator. These were not failures of weapons systems, but of intelligence and of luck. The weapons hit where they were aimed, but Saddam refused to stay where he was wanted. Still, these attacks must be recognized as successes despite Saddam's repeated escapes. They disrupted his command and control by destroying communications and headquarters, caused confusion as Saddam's communications were repeatedly disrupted, raised doubts amongst Iraqis whether the man on TV was Saddam or a double, and certainly

(Continued on page 7)

(Continued from page 1)

spirit again. Tonight you will be visited by three spirits. Each will show you something different about yourself to get you building and finishing again. Expect the first ghost when the clock strikes midnight."

With a giant whoosh, the ghost of Bob Marley is gone and only reggae music remains playing on the radio. Ebenezer shakes his head and says "darn tacos". As he says this, the clock strikes midnight and a short, stout balding man stands before him.

"Hi, my name is Bill the ghost of modeling past. I'm here to show you a bit about your past love for modeling."

ES shrugs his shoulders and says, "ok, let's get this over with".

The pair is brought back to a small child's room, which ES immediately recognizes as his room from his childhood. On the ceiling are dozens of models. Four Corsairs flying in formation, a B-17 bombing his bed, complete with bombs coming out of the bombay and a drag racer with it's front end in the air and torn up cotton balls simulating smoke off the tires. In the corner is a small desk with a little boy working diligently on his latest creation.

Ebenezer smiles as he looks around the room to see the boy. "I remember that kit, it was the Monogram B-24. I remember it specifically because it had the cool diorama pamphlet from Shep Paine in it. I looked at that polka dotted B-24 for hours trying to figure out how to do it." As he looks over the boys shoulder he notices him painting the white on the nose of the B-24. "Yes, I remember building this kit. It turned out really cool. My dad even thought it was neat." Ebenezer watched as the boy put the finishing touches on the brushed white paint and set the kit down to dry for the night.

As the boy clicked the light off in the room Ebenezer suddenly found himself back sitting at his modeling bench. He shook his head and looked around for the spirit. As he looked up, the clock chimed once again. In a flash there was another ghost standing in front of him.

"Dude my name is Ted" said a

young man who looked very much like the guy from the Dell commercials. I'm here to show you the present. Ted snapped his fingers and suddenly they were transported to Bob Builders house. Bob was sitting happily building the new Trumpeter 350th scale Essex carrier. Bob was surrounded by completed models. Corsairs to the left, Fletcher class destroyers to his right. Above him was an Air Force the likes of which the world has never seen. There where cars, ships and figures. Strangely absent however was any sign of an award or any other source of validation.

Ebenezer shrugs and says, "sure there's a lot of models, but who cares, none of it's award winning! What's the point of building if you can't win something with it? And look over there, his shelf of un-built kits is almost empty!"

Ted shakes his head and says, "Dude, you're missing the point. Building is about the sheer joy of building. It's about the history of the airplanes, cars or tanks. It's about being a little kid again.

"Blah, blah, blah. If modeling was not about winning awards, why would there be awards? Modeling is about competition. About being the best. It's about building the perfect model!"

Ted fires back, "Sorry dude, it's not. Modeling is about enjoyment. If you enjoy competition, all the better, but if you look at Bob, he is the true embodiment of modeling. He builds because he loves to build."

"I do love it!" screams Ebenezer.

Ted quickly snaps his fingers again. Ebenezer is faced once again in his own model room watching himself build models just hours earlier. As he is about to turn to Ted, he watches himself begin to curse a blue streak and throw the model he is working on into the ground. He then watches himself stomp away in anger.

Van Halen's "So this is love" begins playing on the radio as Ebenezer covers his eyes and begins to sink to his knees. As he hits the floor the clock once again begins to strike the hour and the final ghost appears. Before him stands a massive figure covered in a black robe.

"I am the ghost of modeling future, come with me and I will show you YOUR modeling future."

"Oh modeling ghost of the future, I fear you most of all." Ebenezer says cowering.

With a thunderous clap the robe clad figure stands before a newspaper lying on the driveway of Ebenezer's house, which is surrounded by police tape. Guys from his local club where he was a member stand talking quietly to one of the officers. The figure points to the newspaper and says "read it".

The headline reads "Modeler Kills Self with Xacto Knife After Losing at Contest".

Ebenezer screams "Nooooooo! This can't be true!"

The ghost then snaps his bony fingers and they are transported again. The site is immediately familiar to Ebenezer, it is his clubs annual contest and he is standing square in the middle of the vendor room. There is a huge crowd gathered around one particular table grabbing for any kit they can get their hands on.

As one man pulls himself away from the crowd, Ebenezer overhears him telling a friend that he got this Tamiya Mustang for a dollar! "Apparently some guy from this club freaked at last years show and offed himself with an Xacto knife. Now his wife is selling off his collection so she can remodel his hobby room into a spa. I'm pretty sure there isn't a kit or book there that's more than three dollars! Best part is that she's also selling off his awards! I'm now a "Nationals Award Winner", well, kind of." The man says laughing.

Once again Ebenezer screams "Nooooooo!!! This can't be true!"

The Spirit stands over him and begins to speak. "Ebenezer, this is indeed your fate. Your evil ways have doomed you to this fate. It has also helped to commit your shelf of doom to being nothing more than a bargain bin for other modelers."

"Spirit, please tell me that this can change." Ebenezer pleads.

The Spirit spins to walk away and Ebenezer finds himself standing in from to his shelf of doom, staring.

(Continued on page 7)

<p>While standing there he hears the announcer on the radio saying "it's 6am in the city, now shut-up and build!". Ebenezer quickly realizes that the Spirits have all visited him in a single night. He hasn't missed his opportunity.</p> <p>Quickly Ebenezer calls Bob at home and informs him that inventory is off and he is to meet Ebenezer at the contest when it opens at 9.</p> <p>Ebenezer paws through his workbench looking for that Tamiya Spitfire that was dangerously close to being done. He finds a couple flaws in the kit, but decides that he can finish it in about an hour, flaws and all. He does and sets off for the contest with an actual finished kit in tow.</p> <p>Now there's no real telling how Ebenezer did at the contest, or if the experience changed him. However there is a good moral to the story, just build it. It may never be perfect, but it can be complete (flaws and all).</p> <p>During this holiday season, may you find that simple joy of model building that you had as a kid or when you first got back into the hobby. That's my Christmas (hobby) wish for you.</p>	<p>So, what have we learned from all this? We all try to find time to build what we want. Don't feel that you've wasted time coming to a meeting because to didn't see anything that you wanted to see. Bring something in next time and share your interest with the club. It won't be a waste.</p> <p>Until next time - Eat, sleep, build (yeah, right!)</p> <p>Next month, North Africa campaign theme. Bring on the sunblock.</p>	<p>more indiscriminate rubble in their neighborhoods.</p> <p>Another major innovation was in the handling of the news media, with numbers of reporters embedded in combat units, traveling with the troops and reporting with a perspective strikingly at odds from their rear area colleagues reporting in the traditional manner.</p> <p>Of course, some things went wrong, and the author particularly focuses on the fratricide incidents, losses among the Apache helicopters, and inadequate aerial refueling resources. Regarding the Apaches and fratricide, I believe he is wrong. These losses were the result not of some systemic inadequacy or general failure, but of episodic failures and misfortunes which will always be an unavoidable part of war. The fact is, by any previous standard, allied forces kept an unprecedentedly low level of such incidents, which in any other context would have counted as a success.</p>
<p><i>(Continued from page 3)</i></p> <p>enough civil aircraft being brought in. Every month, it's another new complaint, or two.</p> <p>Now here's a solution. If you don't see something on the table that you like. Next month, bring something in that you like. If you don't like seeing a bunch of armor kits on the table. Bring in a bunch of airplanes to boost the ratio. The models that are on the table are done by people who like yourself have a limited amount of time. And when they have the time, they are building models that interest them.</p> <p>And if you really want to see models that interest you. Put your money where your mouth is. Sponsor a club contest of your particular interest. The sound of a trophy and gift certificate will make many a modeler build, even if it's something they don't like. It's always good to be part of the crowd. Unless you're lemmings of course.</p>	<p><i>(Continued from page 4)</i></p> <p>Lufthansa will begin service from Munich to Charlotte, North Carolina next Spring. Continental Airlines will retire all of their Douglas MD-80s by the end of the year 2005.</p> <p>Northwest Airlines will start service Detroit to Rome on May 13, 2004 using the new Airbus A-330-300 airliners.</p> <p>Mesaba Airlines will park 5 more RJ-85 jets by January 6, 2004.</p> <p>British Airways is laying off 5,000 more employees.</p> <p>Air Canada ordered 45 Bombardier CRJ regional jets with options for 45 more. Cost is \$1.3 Billion. Also ordered were 45 Embraer regional jets.</p> <p>Frontier Airlines will begin Minneapolis to Los Angeles non-stop service. Also Frontier is expanding to Dulles Airport in Washington, DC from Denver, St. Louis to Denver, and Kansas City to Los Angeles.</p> <p>Korean Airlines bought 9 Boeing 777-300ERs for their long-haul routes.</p>	<p>In evaluating the lessons, Colonel Boyne draws a number of conclusions, about the need to capitalize on our victory to consolidate a corresponding revolution in diplomatic affairs. About the place of technology in today's military. About the proper handling of the press in future wars. About the validation of the all volunteer military, with fully integrated active and reserve components. And most of all about the development of unprecedented professionalism in the American military.</p>
	<p><i>(Continued from page 5)</i></p> <p>must have shaken Saddam's nerves and aggravated the paranoia among him and his entourage.</p> <p>A similar manifestation was the unprecedented concern shown by the Allied forces to minimize collateral damage and casualties. If before we conducted surgical strikes, in this war they were micro-surgical techniques. In retrospect, this policy may have had both positive and negative results, helping to separate the Iraqis in the south, north, and east, confirming the Americans as liberators, while also emboldening Saddam's supporters, who might have felt more intimidated and defeated had there been a bit</p>	<p>Naturally there is much focus on explaining the technology and equipment, and a third of the book is given over to appendices, most giving details of orders of battle, and of weapons and munitions, including naval ships. Some may find this overdone and boring. To me, and to the rest of you who have the hobby, it is one of the most enjoyable parts of the book.</p> <p>Perhaps not quite as smooth a read as his magisterial <i>The Influence of Air Power Upon History</i>, <i>OIF</i> is a fascinating book, which will become essential reading for those studying the War of Iraqi Liberation, or of the development of twenty-first century military science.</p>

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

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

Return address requested