

The Aero Historian



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"White 2", a painting by Bob Arko of TCAH, depicts the SB2U-3 flown by Capt. Richard E. Fleming, USMCR at the Battle of Midway. Capt. Fleming was posthumously awarded the Medal of Honor for his valor at Midway, and became the namesake for the airfield where we currently meet. Interesting little things that turned up during the research for the painting, and for the club display in the lobby of the administration building at Fleming Field, are the subject of this issue's editorial.

A Night With Corky Meyer by Jack Mugan

One of the things I have always enjoyed about our hobby has been the opportunity to hear a variety of guest speakers who will share their experiences with those of us who have perhaps led more pedestrian lives. Sometimes they are just ordinary people caught up in big moments of history like wars and such, and while that time is intense it is still a defined moment in time, and can sometimes be considered brief. On the other hand, others may experience a lifetime that spans decades doing the stuff that becomes

part of history. Recently we had the opportunity to meet such a person at the Ocala Modeler's club meeting here in Florida.

Corky Myers is a distinguished looking gentleman with thinning white hair and a twinkle in his eye. In his golden years he is blessed with a marvelous sense of humor and a good memory. Corky's incredible career in aviation started as a test pilot.

Corky got his dream job as a Test Pilot in 1942 with Grumman Aircraft, when he was hired by Bob Hall at the age of twenty-two, with just 423 total hours of flying in his log book. His career, ending with

retirement in 1978 as President and CEO of Grumman American, a commercial aircraft subsidiary, is an amazing story unto itself. Add to that his experiences during the war, as well as his journey of restoring his own Avenger, and we begin to see that this is going to be an exciting evening.

Corky is a master storyteller. Granted, he has a rich history to draw upon, but he is also gifted with the ability to weave humor into his tales as well. One can easily imagine countless evenings at a local watering hole, hanger flying with other aviation legends that crossed his path over the years.

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TCAH This Month

The monthly meeting will be held Saturday January 14, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

This month's theme is Australia and New Zealand's Air Forces.

From the President

By Steve Erickson

Happy New Year and welcome to TCAH's 40th year. I hope everyone had a happy X-mas and a safe New Year. I hope everyone got at least one airplane or modeling related present. I got an airplane calendar, and I am still waiting to sneak over to Roll's to buy that special X-mas present, from Me to Me!

Not much news; we are working on the newsletter, my thanks to Bob for taking on the job. When he is ready I know you will all support him by writing lots of articles. You will - that's an order and I'm the President, lets see how that flies (cute huh). Life member Dave W is still trying to get the program he needs to run the web site, so as soon as he is ready we can update you. We have a couple of contests coming up-- multi-engine (bombers?) and our auction challenge (both of which leave me out, but build, build, build). Look forward to seeing you at the meeting.

Steve

Treasurer's Report

December 2005

By Tom Norrbohm

Well the new year is upon us as I write this (12/29) and the club dues renewal period is coming to an end. We have 70 paid members out of 85. In looking over the roster, I feel we will retain around 75 members for the year 2006. Several members informed me they would not be renewing and I feel there may be several others as well who have been members 'on paper only' (members who paid dues, but do not attend meetings) who will choose not to renew. I hope to have the new 2006 club roster at the January meeting. Now I don't want to hear from anyone that we don't spend any money! In December the club spent over \$1000 on stuff from the Baghdad Model club 'care' package, IPMS club officer's dues, 2006 Fleming Field rental fee plus others. Our income for the month was \$278.00. Club balance as of 12/29/05 is \$6283.44.

General Meeting Minutes

December 10, 2005

No meeting minutes were submitted for this month's Newsletter.

An Editorial Plea

If you find any decent aviation or modeling clip art on the web, please either download it and e-mail it to me, or if it is a whole bank of images, e-mail me the link. I will try to accumulate a library of images and when the day comes that I burn out, I will pass this clip library along to my successor. This will also help dress up your own articles.

Also I know some of you have scanners, so I encourage you to create some of your own clip art to accompany your own articles.

Help Wanted From the Editor

We're seeking a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

If you're interested in helping out, drop us a line at bob@loucksmclagan.com

NWA DOWNSIZING

By Terry Love

As everyone knows, NWA is downsizing equipment. Therefore, they are beginning to park some airplanes. The following aircraft are now parked:

Type	N-number	Date	Location
747-400	N664US	November 5	Marana
747-400	N662US	November 7	"
757-200	N541NW	"	"
A-319	N305NB	"	"
A-319	N306NB	"	"
A-320	N333NW	November 8	"
A-319	N308NB	"	"
757-251	N542US	"	"
757-251	N537US	"	"
747-400	N663US	November 9	"
A-320	N332NW	"	"
A-320	N310NW	"	"
A-319	N309NW	"	"
A-319	N312NW	"	"
A-319	N304NW	November 10	"
A-319	N307NW	"	"
A-319	N331NB	"	"
DC-9-30	N617NW	November 11	"
A-319	N311NB	October 24	"
DC-9-30	N9341	October 25	"
DC-9-51	N777NC	"	"
A-320	N346NW	October 26	"
DC-9-30	N752NW	October 27	"
DC-10	N221NW	October 10	"
DC-9-30	N9344	"	"
DC-9-50	N657NW	October 13	"
DC-9-51	N763NC	"	"
DC-9-51	N767NC	"	"
A-320	?	October 24	"
A-320	?	"	"
757-251	?	"	"
A-320	?	October 15	"
A-320	?	October 18	"
757-251	?	October 5	"
DC-9-31	N994Z	October 7	"
A-320	N306US	"	"
DC-9-30	N964N	"	"
DC-9-40	?	"	"
DC-9-30	N920RW	September 20	"
DC-10	N229NW	September 23	"
A-319	?	"	"
DC-9-30	N983US	September 12	"
DC-9-30	N985US	"	"
DC-9-30	?	August 27	"
DC-9-40	?	"	"
DC-9-50	?	"	"
DC-9-30	?	August 31	"
DC-9-30	?	"	"
DC-9-30	?	September 1	"
DC-10	?	"	"
DC-9-50	N776NC	August 21	"

TCAH Calendar

January - Tired of Winter? Its summer in Australia. So we'll honor Australia & New Zealand's Air Forces.

February - Ski-equipped aircraft.

March - The Spanish Civil War. Polikarpovs. Fiats, Heinkels....

April - Bloody April! Bring your World War One models.

May - Victory in Europe month. So bring late war aircraft of the victors.

Business Meeting

No meeting minutes were submitted for this month's Newsletter.

On The Show Table

December 2005

No report of the kits displayed was submitted for this month's Newsletter.

From the Editor

I appreciate the support you have given me since becoming editor. Now I want to ask for more help from the writers.

To ease the task of editing, I ask the following of contributors:

If possible, please send the article as a file attachment, rather than as an integral part of your e-mail, which will make editing easier. I can open files in WordPerfect, Word, or other Major word processor formats.

Please keep formatting to a minimum. I have to delete it before importing the document into Publisher. If you have photos or drawings, please send them as separate attachments, so I can size them before placing in the newsletter.

Contest Calendar

2-4-06 Hope it Don't Snow Show
IPMS Zumbro Valley
Stewartville Civic Center
Contact: Ed St. Denis
edwardstdenis@msn.com

2-24-25-06 IPMS Pathfinders
Raddison Inn
517 Grand Canyon Dr.
Madison, WI

3-18-06 LOCON 2006
IPMS Fort Crook
Mid-America Center
Council Bluffs, IA
Contact: Mike Cavil
402-493-9669
mcavil@tconl.com

3-18-06 11th Annual Show
Mad City Modelers
Radisson Inn
517 Grand Canyon Dr.
Madison, WI 54719
Contact: Jim Turek
608-329-7222
jjtmodel@yahoo.com

3-25-06 IPMS Quad Cities
Holiday Inn Center
Davenport, IA
Contact: Glen Broman
309-523-3671
gbroman@aol.com

NWA DOWNSIZING

(Continued)

(note - DC-9-31, N955N, msn47160, was scrapped in September at Marana)



AIRLINE CHATTER

By Terry Love

Fuel prices are way up for the airlines. They were up +20.4% in 2003, +38% in 2004 and +56% in 2005.

Delta Airlines is in the process of laying off 9,000 employees or 12% of their work force. They must save at least \$3 Billion.

Icelandic ordered 4 Boeing 777 freighters. Also Boeing is going to convert 3 of Icelandic Boeing 747-400s into freighters. Cost of the deal is about \$1 Billion.

Northwest Airlines laid off 900 flight attendants after the bankruptcy in September. A further 600 will be laid off in January bring the total to 1400.

NWA chartered 8 NFL teams for the entire season. In addition, NWA charters for 13 college football teams this season.

Delta Airlines has returned 40 leased aircraft and a further 80 aircraft by the end of 2006. Delta is planning to decrease domestic US capacity by about 20% and increase international capacity by 25%. Salary cuts of 15% for all management. Any employee earning less than \$25,000 per year will be reduced only 7%

Delta currently operated 11 different types of aircraft. They will be down to 4 different types by the end of 2006 - all Boeing. 737s for short haul, 757s and 767s for longer domestic routes and some international routes, and 777s for international routes. Delta will dispose of all other equipment.

United Airlines lost \$189 million in the month of November.

China is designing and building its first jet airliner. It is almost an exact copy of Douglas DC-9. It is called an ARJ-21 - advanced regional jet for the 21st century - . It will hold around 100-105 passengers. China had built many major sub-assemblies for Douglas over the years - especially the DC-9 series of aircraft.

NWA is asking its airliner partner, Pinnacle Airlines, to park 15 of its 139 regional jet fleet. NWA will take

back all of the 36 jets that it leases to Mesaba Airlines. This action caused Mesaba to declare bankruptcy a while ago.. It might also be the death of Mesaba Airlines. NWA did not pay Mesaba in its semi-monthly payment. The next two payments were only partial payments. NWA owes Mesaba around \$30 million. Also NWA owns Mesaba's jet fleet of 36 Avro RJs that Mesaba leases from NWA. NWA is terminating that lease. Mesaba will only have around 30 34-seat SAAB-340 aircraft. Presently Mesaba serves 109 cities in 29 states and Canada. Mesaba will shrink significantly in size.

Aeroflot, the airline of Russia, bought 12 Airbus A-320s and 5 Boeing 767s. - Communism 0 - capitalism winner.

Trans Meridian Airlines of Atlanta filed for bankruptcy and the will liquidate.

British Airways will lay off 15% of its work force.

El Al, the airline of Israel, ordered 2 Boeing 777-200ERs and \$246 million.

Jet Airways of India ordered 10 Boeing 777-300ERs for \$2.53 Billion.

Boeing is working on a stretched version of the 747-400 passenger jumbo jet.

LAN, the airline of Chile, ordered 25 Airbus A-32-s with an option for 15 more. They will replace LAN's Boeing 737-200s.

Airbus has sold more than 3600 airliners in the Airbus A-320 series to almost 200 customers.

Comair, a regional airline owned by Delta Airlines, will layoff about 1,000 employees and park about 20% of its fleet to help Delta cut costs.

Eurofly, an Italian charter airliner, ordered 3 Airbus A-350s.

Frontier Airlines is growing. In July of 2001, they had 2300 full time employees. This July they had 4,114 employees. They even hired pilots in 2005.

Jet Blue wants to hire 3,500 new employees in 2006, including pilots.

Airbus A-380 super jumbo jet number 2, first flew on October 18.

Boeing also sales parts for their

airliners. Korean Air Lines ordered \$200 million in parts for their new Boeing 787s.

American Airlines lost \$153 million in the third quarter of 2005. The jet fuel bill rose to \$1.58 Billion.

NWA received approval to return 108 aircraft that they are leasing. NWA applied to return 100 more. That is almost half of the NWA fleet.

Iberia, the Spanish airline, is laying off 9% of its employees due to losses from high fuel prices.

Air New Zealand ordered two more Boeing 787s for \$117 million each.

Delta Airlines shut down their low-cost airline, SOnG and merged it back into Delta Airlines. It did not work.

RAM- Royal Air Morac, the airline of Morocco, ordered 5 Boeing 787 for \$650 million.

NWA, in order to trim service, is dropping Reno, Ontario, and Vancouver. Also, the NWA has agreed to a further \$215 million pay cuts, and flight attendants have agreed to a \$117 million pay cuts.

Delta Airlines lost \$1 Billion in the third quarter of 2005, usually the most profitable and busiest quarter of the year.

Boeing now holds another record! A Boeing 777-200ER flew non-stop over half way around the world from Hong Kong to London - almost 12,000 nautical miles, in 22 hours and 42 minutes.

Emirates Airlines of Dubai, UAE, ordered the largest 777 in the world. This is one of the largest 777 airline order in history. Emirates ordered 42 Boeing 777- 24 777-300ERs, 10 777-200ERs, and 8 777 freighters - for a value of about \$10 Billion. Emirates total 777 fleet is the largest in the world with 93 Boeing 777s in their fleet.

China owns all airlines in thier country. China ordered 70 Boeing 737-800s.

Qantas ordered 65 Boeing 787 Dreamliners worth over \$14.4 Billion. They have options for 50 more. Boeing now has 354 firm orders for the 787 from 26 customers. For the year of 2005, Boeing received almost 800 airliner orders.

(Continued on page 5)

Cathay Pacific ordered 12 Boeing 777-300ERs with options for 20 more. The value of this order is \$2.85 Billion.

Boeing sold 127 model 777s in 2005. Boeing has now sold over 800 model 777s to 43 different customers.

NWA flight 2501, a Douglas DC-4 flying New York to Seattle on June 23, 1950 (two days before North Korea invaded South Korea), when it disappeared over Lake Michigan with 58 people on board. The unpressurized DC-4 was flying about 3,500 feet when it disappeared. The Michigan Shipwreck Research Associates (underwater divers) are now searching for the wreck.

Boeing has given the "go ahead" for an advanced Boeing 737-900ER development airliner. The stretched 737 will carry 215 passengers in a single class layout.

Southwest Airlines now has over 200 daily flights to Las Vegas.

Lion Air, the low cost airline of Indonesia, ordered 30 new Boeing 737-900ERs with an option for 30 more. They are the launch customer of the 737-900ER series.

NWA choose the Rolls Royce Trent 1000 engines to power their entire 787 fleet.

Delta Airlines sold 11 Boeing 767-200s to ABX AIR, an all cargo airline, who convert them all into freighters.

Boeing has sold 84 BBJs - Boeing Business Jets, which is a Boeing 737-800 ER to 57 different customers - 39% to private individuals, 38% to governments, 13% to corporations, and 10% to air charter companies.

The world's airlines spent \$97 Billion on jet fuel in 2005.

Airbus is running at least 6 months behind schedule on their Airbus A-380, super jumbo jet.

Air Tran Airways is adding winglets to their fleet of Boeing 737-700s. The winglets reduce fuel consumption, and improve performance. They cost about \$500,000 per aircraft.

A Night With Corky Meyer

(continued from page 1)

his path over the years.

Because Corky's story is bigger than life, he knows he can't really share everything in one evening, so he picks a few choice moments in time, and off he goes. Often questions from his audience lead him to stray down other paths, but no one seems to mind at all.

Finding his dream job was difficult. After applying at just about every aircraft manufacturer, Corky has a chance meeting with a fellow on the train, and during the course of the conversation, tells the fellow about his difficulty finding a test pilot job.

Corky complains that every time they get to the part of the interview where they ask him about his military service; he has none, so the interview is quickly terminated. The guy points out the window and asks if he has applied at the factory they were passing. Corky says he didn't know what factory that was, but as they were going by, he sees it is very large, and lot of aircraft were parked outside. That was Corky's first impression of Grumman Aircraft.

The next day, once again the interview reached the question about his military service, but this time he provided a story that seemed to satisfy them, and Corky becomes their very first full time test pilot. Up to this point, a test pilot has other duties as well.

Corky recalled his first assignment was to test a XTBF-3 for the Navy. Because the Navy was in a hurry to get the plane in service, there was a lot of pressure to move things along as quickly as possible. Corky, being new to the position, didn't know enough to ask a lot of questions before getting airborne, so his vast experience as a test pilot was about to begin in earnest.

After two test flights, where upon the engine quit, forcing him to perform a dead stick landing, he begins to understand that people were taking short cuts in testing the engine before it was installed in the plane.

The plane Captain, Bennie Stienhart begs Corky to ride along on the third test, and off they go. They get about fifty feet in the air, and the engine starts running rough. Corky can't get much higher, and Bennie is yelling at him to give it full power. Meanwhile, the town of Bethpage is directly in their flight path. Managing to maintain a little altitude, Corky starts a slow five-degree turn back toward the field. Now Bennie is complaining about the smoke as well. The tower cannot confirm the smoke, as the plane is flying below the tree line, so Corky slowly gains a few feet of altitude and the tower confirms his worse fears.

Bennie now starts to complain about the fire, and the tower also confirms that there is a lot of fire. Corky can't see the fire and smoke as it is beneath the aircraft. Time is moving slowly, but with the runway just ahead, Corky somehow manages to get the plane down. Bennie bails out the back door while they are still moving about sixty miles an hour. The fire trucks arrive to put out the flames, and the ambulance takes Bennie to the hospital. Meanwhile, Corky makes a mental note to ask a lot more questions about the testing program.

Curtiss Wright eventually determines what causes the engine to fail, and finally does the required one hundred hour test before installing the next engine. Everything goes well after that, and Corky says the rest of the program was pretty boring. A total of 9,987 TBF/MS were produced, of which 1,700 were produced by Grumman.

Corky then moves on to a remembered conversation with his friend and author Captain Eric Brown. Captain Brown was a test pilot for the British who flew all types of aircraft during the entire war, including those of Japan and Germany. One evening while swapping stories on the pros and cons of aircraft that were not specifically designed for carrier duty, Captain Brown alluded to the high rate of attrition of both planes and pilots, and in later years, writes in his book that the

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A Night With Corky Meyer

(continued from page 5)

Grumman Hellcat was the finest carrier plane of World War Two.

Corky shows the next slide of a TBF, which he claims was meant to be a fighter. The Wildcat was the only carrier-based fighter the U.S. had for the first twenty-one months of the war. In an effort to provide a short cut to produce another fighter for the Navy, the TBM was stripped of all excess weight to fill this role. After testing, it was concluded that this dog won't hunt, and the plane was converted back to its original configuration. Fortunately, in August of 1943, the Hellcat began to show up on the front line carriers at last. The first Hellcats were tested in August of 1942, and twenty-five hundred and eighty-eight aircraft were built and delivered to the Navy during 1943.

According to Corky, the reason Grumman was able to achieve this feat with the Hellcat was because, since 1930, every Grumman aircraft was built using many of the same components, like fuselage rings and retractable landing gear.

Although the Wildcat was obsolete before the war, the Navy didn't really have a fighter other than the Brewster Buffalo. Grumman produced both the Avenger and the Wildcat throughout the entire conflict. Later in the war, both planes were used as hunter / killer teams, to perform anti-submarine duties, flying off jeep carriers. The FM2 Wildcat had a thirteen hundred and fifty horsepower engine; one hundred and fifty horses more than the regular Wildcats. These were tested by Corky before being built by General Motors.

Also toward the end of the war, a six million-candle power searchlight was tested and developed for use on the Avenger to help spot U-Boats on the water. According to Corky, the residents of Bethpage did not appreciate the fact that this searchlight could really light up the neighborhood. Towards the end of the war the hunter / killer teams were both Avengers.

Corky then began to talk about

Mr. Grumman's philosophy on building aircraft. He wanted to build an airplane that a two hundred hour Navy trained pilot could fly off a carrier, fly his mission, and if he got shot up, be able to land back aboard the carrier, and have the aircraft repairable to fly again the *next morning*. This philosophy came from the fact that Mr. Grumman was a Navy pilot in World War One as well as a Navy test pilot after the war. After he started his own company, he flew every airplane type his company built, right up to the Hellcat. According to Corky, Mr. Grumman built his planes for the pilot first, and performance considerations were second.

Corky then went on to discuss his involvement with the Guardian. He shared with us a lot of the behind the scenes politics, egos and other development issues concerning directional stability, which Grumman, General Motors and the Navy finally worked out.

Corky was the experimental test pilot for carrier based aircraft such as the F6F Hellcat, F7F Tigercat, F8F Bearcat, F9F Panther, XF10F-1 Jaguar and the F11F Tiger series. He tested and evaluated more than 125 different types of both military and commercial jet and piston-engine aircraft during the course of his career. He was the first to fly the XF9F-2 Panther, Grumman's first jet fighter. In 1954, Corky landed an F9F-6 Cougar aboard the USS Lake Champlain, becoming the first civilian pilot to qualify aboard an aircraft carrier.

After retirement, Corky decides he needs to build an Avenger of his own, just to keep himself out of trouble. He purchases his Avenger from a guy in Arkansas, but stores the fuselage in a hanger that unfortunately burns to the ground. Corky tries to sell the rest of the plane, but without the fuselage, there were no buyers. A friend finds another fuselage up in Connecticut that has been sitting in a field for twenty-five years.

Buried up to the axels in mud, with the fuselage filled with leaves and other debris, the fuselage is

now surrounded by several five-inch thick trees that were not there when the plane was deposited there twenty-five years before. The fuselage had nothing in it, but it still sets him back ten grand. Corky eventually painted his Avenger in the Atlantic scheme like those that flew off jeep carriers. They had no rear turret on the plane, as this is where two airmen sat to spot submarines. The number 25 on the side of the plane represents Corky's flight number for thirty-six years at Grumman.

Corky's logbook showed fifty-two years, five month, three weeks and two days since he had flown a TBF. The minute he became airborne however, all the memories of the sounds and smells came flooding back as if he had just flown one earlier that morning. When asked if he was going to fly it at air shows his answer was: When I flew Avengers in air shows the government picked up all the expenses and moved the plane as needed, and I don't have that anymore.

The project took three years and three months to get to the first flight. Corky kept the plane for about ten years before selling it, and it now resides in California with a new owner.

Corky promised to come back to entertain us with his adventures flying the Grumman Jaguar at a later date

Note. Since Corky's talk, he has published a book that will be released in January 2006. The 252-page book contains over 100 black and white and 50 color photos. Titled *Corky Meyer's Flight Journal*, it is a 7X10 soft cover book packed with sensational, first hand accounts of close calls during Corky's 36-year career with Grumman. The regular retail price will be \$27.95 from www.specialtypress.com



EDITORIAL

By Bob Arko

Hello, TCAH, I'm Bob Arko, your new editor for the club Newsletter. I've been building model airplanes since age 5 (those illustrations in Aurora's assembly instructions were so clear, you didn't need to be able to read), but now-a-days I don't put the stabilizers on upside-down anymore. For the last 15 years I've been painting my planes on canvas, as well as modeling in plastic.

I volunteered to be the editor because it looked like the Newsletter was about to become an orphan. As it turned out, a few other people were thinking the same thing, but I'm the one that got the job. This is the first issue that I am editing, and it has me thinking about what you can put in to fill one of these up. This month we have a treat with the fine article about Corky Meyer submitted by Jack Mugan. Jack is a TCAH lifetime member who moved to Florida, and has volunteered to be a 'roving reporter' for us. Terry Love continues to provide "Airline Chatter", which has been a regular column in the newsletter for some time. Many thanks to both Terry and Jack for their contributions.

I got to wondering what the 'average' guy who doesn't score a world-class interview could feel comfortable about contributing to the newsletter. It would have to be easy to write about (that probably means short), and shouldn't take so much time and effort that it keeps getting put off. And of course it would have to appeal to the aviation trivia minded people who make up the bulk of the airplane modeling population. Looking at my own experience, it seems that sharing some tidbits of unusually interesting results from researching a plane or pilot might be the kind of thing we're looking for. I offer the following as examples:

- When researching Capt. Fleming's plane we found some odd white stripes on the rear fuselages of VMSB-241's Vindica-

tors. No two planes were alike. An interview with a Vindicator pilot who survived the battle (that we found on the internet) related that the planes were at the end of their operational life and were very worn and run down. The fabric covering the rear fuselage was weakened and torn from weathering, and the crews used 4-inch wide white medical adhesive tape to patch the fabric and hold it on to the ribs and stringers! They invented their own version of duct tape (I wonder if there was a Red Green in the squadron?)

- There are no photos of Fleming's plane (White 2), but it's a good guess that there was at least one wrap of tape going around the entire fuselage behind the gunner's position. I showed it that way in my painting, and some of the model/decals companies show it that way on their products. But it's just a guess.
- The edges of the stripes appear to have thinner, darker stripes. The tape was doped to seal it to the fabric, and at the edges the dope was carried over onto the dirty, grungy fabric without any cleaning. So the dark stripes are dirt that was doped into place.
- The Vindicator 'White 2' wasn't Fleming's regular plane. He was actually an SBD pilot, but came back from the squadron's first strike of the day so badly shot up that his plane wasn't serviceable. As acting Squadron Commander after Lofton Henderson (as in Henderson Field) was killed earlier in the day, he bumped an SB2U-3 pilot so he could lead the next strike. Coincidentally, his Dauntless also sported a white number 2.
- Did you ever notice the white striping in a geometrical pattern in front of the windscreen in photos of F4U Corsairs? I'm researching the F4U-1A's that Pappy Boyington flew, and ran across a photo caption that said

this was tape used to seal fuselage fuel tank access panels to stop fumes from entering the cockpit. White medical duct tape again!

- Boyington's men mostly called him 'Gramps'. A journalist laid the name 'Pappy' on him.

These are the kinds of things I bet all of us run across, whether doing intensive research or just casual reading. Don't wonder if they would interest anybody else, because they DO! What I'm asking is that you write them down and send them to me, and I'll use them in the Newsletter. These short little things only take a few minutes to write, and if you don't do email you can use pencil, paper and snailmail (the good ol' USPS) to send them. Give it a try.

FOR SALE - 'Cross & Cockade' Journals #1 to the last issue. Also AAHS Journals (the early ones to the 70's) and Flying magazine (bound from 40's to 1945 all military). Call Emil Salinaz at (651) 602-9712. If no answer, please leave a message. Thank you.

TCAH GROUPS INVITATION

If you would like to participate and be a part of an important part of the club's activities, I encourage you to join the TCAH Groups discussion forum. You will get important up to date information pertaining to the club and communicate with other club members in the Groups. At present we have approximately 40 members and welcome any new members as well. If you are a current TCAH club member and wish to join, send me your current e-mail address to: tomnorrbohm@juno.com and I will send you an invitation to join and a profile to file out.

Tom Norrbohm
TCAH Groups Moderator

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

If 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.

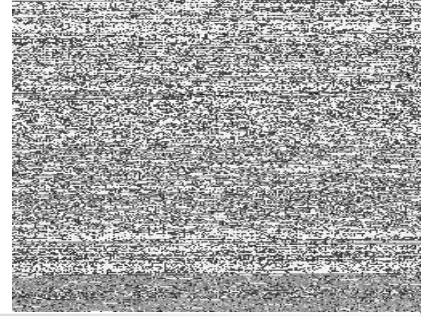
The terminal is on the right with parking available.

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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 Ken Hornby at 651-552-0888

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 treasurer.