



Korean F-86 Sabres

F-86s of the 336th Fighter Interceptor Squadron, stationed at K-14, Kimpo, Korea, in 1954. For a color photo, see the version of the Newsletter posted on the TCAH website.

MIG Killer- The F-86 Sabre by Merrill Anderson

America's first swept wing fighter, and the most successful early U.S. jet fighter, the Sabre is still regarded by many of those who flew it as their favorite airplane. The contract for what would become the Sabre was given to North American Aviation during WW II, on 1 Jan '45. This was to be North American's second jet fighter design, the first being the not very successful Navy FJ-1 Fury. During development, German swept wing design data became available to the team at North American, and in November '45, the design was modified to incorporate a 35 degree swept wing, with full length leading edge slats. Also incorporated were hydraulically boosted controls.

The prototype XP-86 was 'rolled out' on 8 Aug '47 and first flew on Oct 1, 1947. The prototype used an early GE J-35 engine with 4,000 lbs. thrust, but the first 'production' model, the F-86A-1, would have the 5,200 lbs. thrust J-47-3. Only 33 of the A-1 model would be produced, and they would be used primarily for 'service test' work. The first true service model was the A-5, which introduced the armored 'V' shaped windscreen, that would continue until the E-10. The A-5 was armed with six .50 cal guns and had wing hardpoints for either 200 gallon drop tanks or 2,000 lbs. of bombs, plus mountings for (air to ground) rockets on the wings. Even as it was entering service, (beginning in May of '48) the F-86 was setting records, on April 26, 1948, a Sabre broke the

sound barrier in a dive, and in September 1948, a Sabre flown by an Air Force pilot, set a world speed record of 670 mph.

The F-86 B was a proposed upgraded model with larger tires and brakes, which would have required changes to the fuselage, but improvements in the tires and brakes made it unnecessary, and it never got to a mock up. The F-86C, was developed as a long range 'penetration' fighter to escort bombers. Two were built, they were much larger and heavier, and had a larger engine, the 8,000 lbs. thrust J48 P, with afterburner, and a range, on internal fuel, of 2,000 miles. Two prototypes were built, but with the arrival of the B-47 and B-52, the program was considered unnecessary and terminated. The

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Vice-President, Frank Cuden

Secretary, Larry Donovan

Treasurer, Steve Jantscher

Historian, Tom Norrbohm

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TCAH This Month

The monthly meeting will be held Saturday December 9, 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 the Sabre Challenge contest.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

GENERAL MEETING MINUTES – November 2006

Meeting was called to order by President Steve Erickson at 1:00 pm November 11th, 2006.

Guests and New Members

Please welcome the following guests. Jim Glock, returning to the Twin Cities area from Rochester, NY; Jim models aircraft and targets (armor).

Chris Olson, who would also like to join the club.

Old Business

Bob Maderich thanked everyone who participated in Nordic Con in September. Bob also asked if the club would like to do another Nordic Con next year on the third or fourth Saturday in September 2007: This was approved by the members. Bob will head up the Nordic Con planning committee.

Ken Sallman and Steve Husted reported that due to a lack of four more members on the planning committee, we will not bid for the National IPMS convention in 2009.

A question was raised "How does our club know if our gifts to the overseas hobby are received?" Ken Hornby noted that the club has received at last two letters of thanks from two of the hobby clubs in the Middle and North Central Middle East.

Steve Erickson told the membership that last month's appropriation of \$1500 to the overseas hobby clubs was legitimately passed. However, Steve also noted that such a large expenditure, or equally important topic presented before the club, should be presented at one meeting and voted on the next. This would allow the membership to rationally discuss the proposal through the Internet or amongst themselves. As things happened, the gift project caused hurt feelings, and one business pulled out of the project altogether. John Roll has communi-

cated to Steve that Roll Models will pack and ship the donation, offer the club models and tools at cost, but the membership will be responsible for choosing the goods to be donated. Finally Steve proposed that someone should be heading up this task. Dave Pluth suggested that the club split the donation into two \$750 gift certificates to Roll Models and Wings and Treads, so the clubs can thereby choose what is needed: kits, tools, paints or a combination of the three. Steve Sallman offered to coordinate this task.

Tom Norrbohm told the Club that copies of the Club's Constitution and Bylaws will be distributed to the newly elected officers for their sign off.

Keep rattling those Sabres and MEK-ing those Migs for the contest in December; (the Mig and Sabre contest proposed by Johannes.)

New Business

Nominations were taken for the election of the club officers for 2007. Nominated for President was Johannes Allert; nominated for Vice-President was Frank Cuden; nominated for Treasurer was Steve Jantscher; nominated for Secretary was Larry Donovan. Motion was made to close nominations, seconded and passed. Motion was made to vote on the slate of officers by voice vote, which was seconded and passed. The vote for the new club officers was accepted unanimously. The new club officers are officially Johannes Allert, Club President; Frank Cuden, Club Vice-President; Steve Jantscher, Club Treasurer; Larry Donovan, Club Secretary; and Tom Norrbohm will remain in his post as Club Historian. Steve Jantscher, Tom Norrbohm and Larry Donovan will get together to transfer the signatures for the Club's bank account as soon as possible.

Meeting was adjourned. The Club's annual Auction allowed the
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From the President

by Johannes Allert

It's been a while since either Frank or I have been President/Vice President. My only hope is that you don't ask me to pronounce the word "nuclear", and please don't ask Frank what E-85 is. Don Burgoyne nominated me as President. I think it was his way of getting even with me for hitting him in the face with a rotten apple when we were kids (Geez Don! I said I was sorry!!).

To be honest, we've all waffled over the issue to serve as officers. There has been a lot of change to the club since 2000, and with that change has come turmoil and conflict. As we've all known, Leadership & involvement has a way of eating it's own. The usual 5% get burned out, feel unappreciated and leave while the rest ask themselves "Who wants to deal with all this?!" What everyone, Officers and membership alike, expect is a clear message and vision. The message we've heard, and the message we will convey in return is this:

IT'S ABOUT THE HOBBY STUPID!

With that in mind, the Club Officers, Newsletter Editor, Webmaster and anyone involved in running Nordicon will focus on what the club was created for in the first place. On that note, we want to say that this month of December marks the 40th anniversary of TCAH! We don't intend on having the club go through any "mid-life crisis"! Instead, we want to focus on the basics, celebrate our past and look forward to the future.

~Johan



From the Vice President

by Frank Cuden

First off, thanks, (I think) to the membership for your support as we venture into the Club's 40th year of existence. Since joining in 1971, I have seen five meeting places, gained many modeling/historian friends, helped raise three children,

driven countless miles back and forth to the meetings from Albert Lea, and have also managed to build a lot of models along the way. As Johan said, there has been a lot of change over the years. Coupled with that change, has been the drastic meeting place change as a result of 9/11. No easy task, but we did it and continue to meet at an AIRPORT which is a far cry from the Anoka County Library - my first meeting! It was there that my involvement with TCAH began. The Club has afforded me an opportunity to get better at what I do - build model aircraft. Several have come and gone who have stimulated me beyond what I ever thought I could achieve. For that, I thank the Club. So: Where do we go from here? My hope is that you enjoy your TCAH membership, have fun while doing it and be able to look forward to each and every meeting as a chance to talk aviation and such, show your "stuff", and, in general, have fun! Hopefully your officers can provide that sort of an environment for you each month. I would ask that you take time once in awhile, to strike up a conversation with someone you don't know at a meeting. I'm at fault there, in that I haven't really "reached out" much, being satisfied in my "comfort zone." Hopefully, this year, I can change that a little. If there is any "agenda", that's it - just to look forward to meeting attendance and interact with folks who share a mutual interest. We'll talk more as the months go by. Again, thanks for your confidence. John Nance Garner, VP to President Franklin D. Roosevelt, once said "The Vice-Presidency isn't worth a warm bucket of spit!" Well, now I'm VP and I do have a bucket! Aw, let's just have a good time.....

~Frank



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membership and guests to spend money in wild (and wooly) abandon.

Respectfully submitted by
Larry Donovan, Club Secretary.



From the Treasurer

by Steve Jantscher

Greetings All

Johannes asked me to re-introduce myself to you as one of your new officers. Some of you will recall my position a few years ago as one in a long line of newsletter editors. I enjoyed serving the club then, and hope this upcoming club position as your treasurer will prove equally enjoyable. As your treasurer, I see my job as collecting dues and other monies, and writing checks to pay bills and for other club sanctioned expenses. Feel free at any time to drop me a call or launch an e-mail if you have any questions about the club accounts. I hope to do you guys proud.

I've been a member since shortly moving back to the Twin Cities about nine years ago, coming off a career in the Navy. I build almost every kind of model in the larger scales. Recently I've taken a break from building models of things with wings, for armor and ground fighting vehicles. They're a lot of fun, but I'm one of the members who welcomes builders of all types of models. I continue to learn from everybody. I'm looking forward to our club continuing its strong tradition as a model club.

Finally, I'd also like to join others in thanking Tom Norrbohm for his long and dedicated service to this club. Thank you Tom!



SABRE CHALLENGE

Just a reminder to everyone that December will mark the date of the next "theme build" with a new twist. Initially, it was to be any Saber variant - F-86, F-100, basically, any of the Saber series. Paint schemes and nationalities abound, so once again, the sky is the limit. By now, you should be well on your way, if not --- Start breaking sprue!



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two XF-86C/YF-93 prototypes were given to NACA (later NASA) and used as test and chase planes.

The F-86D, or "Sabre Dog" was an all weather interceptor, which was nearly a new aircraft, with a redesigned fuselage, bulbous nose containing a powerful radar, a larger, afterburning version of the J-47 engine with 7,500 lbs. thrust, and advanced flight controls. The D was armed with 24 2.75 inch rockets, aimed by an advanced radar / computer system. The D would be upgraded to the L model and made for NATO allies as the cannon armed K. Being 'single engine, single seat', it was much more economical to use compared to its contemporaries, the F-94 and F-89 (which it also out performed) and during the mid 1950's made up roughly 2/3 of the fighter force of the Air Defense Command.

The next fighter/bomber version of the Sabre was the E model, early versions were identical to late A models with the addition of an "all flying" tail, which was not the 'slab' tail of later fighters, but a system that would lock together the elevators and stabilizer at high speed, for effective control at transonic speeds. The E-10 was the model that replaced the earlier V shaped windscreen with the flat optically ground version. North American made 456 E models, and 60 identical versions, license built by Canadair, were purchased by the Air Force for use in Korea.

The F Model would see the widest service and was considered the best day fighter version in Korea. The F models would get the 5,910 lbs. thrust GE J47-27, improving the Sabre's climb rate, and improving the top speed to 693 mph. Added to the F-25 and later versions were two additional wing hardpoints for bombs or drop tanks. The F-10 introduced an improved A-4 radar ranging gunsight. The F-35 was a dedicated fighter /bomber version and featured the LABS (Low Altitude Bombing System) which could be used to loft bomb a nuke.

The various F-86 F models would have all three versions of the F-86 wing, the original 35 degree slatted wing, the '6-3 Hard Wing' with a small wing fence, and the F-40 wing, a 6-3 wing with full length slats and an 11" extension at the tip.

The 6-3 wing gets its name from its dimensions, it was a leading edge extension, adding 6 inches at the root, tapering to 3 inches at the tip, replacing the earlier slatted wing, allowing tighter, more predictable, turns at higher speeds. The final wing, called the F-40 wing, was the 6-3 wing with slats and an 11 inch extension at the tip. Originally developed for the Japanese Self Defense Force, it had better low speed performance, and it was later fitted or retrofitted to most of the Sabre variants.

When the Chinese entered the Korean War, in November 1950, they brought the MIG-15, and the F-80 and F-51 force that had cleared the skies earlier in the war was suddenly facing an enemy that outclassed them. Bomber losses, near zero up to that point, began to climb. The answer was to send the F-86 to Korea. The 4th Fighter Interceptor Wing, equipped with F-86 A's arrived in Japan in early December, with the first Sabre MIG kill on December 17, 1950. Most of the F-86's were based in Japan, at first, leaving them little loiter time over Korea, and the squadron that was based in Korea had to retreat to Japan when the Chinese advance put their base within Communist artillery range.

During early 1951, the Sabres flew from Japan, but beginning in March they started refueling at the Suwon airbase in Korea, and could spend more time, and sustain more sorties in "MIG Alley". MIG Alley, the square of airspace in northwest Korea along the Yalu river, was the area the relatively short ranged MIGs could cover from 'safe' bases in Manchuria. Although with the early successes of the Chinese ground forces, they attempted to establish MIG bases south of the Yalu, UN bombers and

fighter bombers (mostly US) kept such bases from staying operational. So, MIG Alley was the result of the Sabres, they covered the bombers and fighter bombers that kept the MIG bases north of the Yalu.

In July of '51, the F-86 E started to arrive in Japan, replacing the A models as E's became available. Communist air activity increased throughout 1951, and MIGs were sometimes able to use bases south of the Yalu, increasing pressure on the available Sabres, so in November 1951 the 51st Fighter Interceptor Wing converted to Sabres from F-80C's "in the field", with the unit being totally equipped with new F-86E's by January, 1952.

The improved F-86F began arriving in Korea in June of '52, shifting the balance noticeably toward the Sabres. In September '52, the 6-3 wing began to equip new Sabres, with 50 add on kits being sent to Korea to equip 'aces' aircraft. More Sabres became available as the year progressed, with two fighter bomber wings, the 18th (F-51's), and the 8th (F-80C's), converting to Sabres while in action, during early 1953. By April, 1953, the Russians had clearly withdrawn their 'instructors', and experienced MIG pilots became rare, with the result that Sabres slaughtered the MIGs. In May, the score was 56 MIGs for one Sabre lost. Bad weather curtailed air activity in late May and June, but a Sabre made the last kill, on the last day of the war, 27 July, 1953.

In Korea, the US lost 139 aircraft, 78 of those Sabres. 39 Sabre pilots became aces, with Sabre pilots accounting for 829 of the total of 900 victories in Korea, 811 of those being MIG 15's.

The F-86, in its various versions, would continue to serve into the late 1950's with the USAF. The last US produced F-86 version, the H model, would be retired from Air National Guard service in 1970. The Sabre was license manufactured in Italy, Japan, Australia and

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TCAH Laundry List Outline

by Johannes Allert

Here is a list of issues/topics that the club needs to address this year:

Yahogroups protocol:

- A. Limit communication to club announcements & hobby related issues only. Penalty – Private reprimand, public reprimand, dropped from Yahogroups.

TCAH Dues:

- A. Free until January Meeting 2007
- B. \$5.00 until January Meeting 2007 80 x 5 = \$400
- C. \$10.00 until January Meeting 2007 80 x 10 = \$800
- D. \$20.00 until January Meeting 2007 80 x 20 = \$1600

40th Anniversary of TCAH:

- A. Banquet – Member \$20 + 1 Guest \$40 TCAH takes care of door prizes/misc. costs
- B. Catered at meeting + special pizza's X2 during year (also include cake) Members only
- C. Publicity – Contact local papers/media/Hobby Journals/IPMS- point man w/follow up
- D. One Monster Newsletter Edition or Spiral bound ?

Annual Awards:

Modeler of year/Newsletter Article of year/Historian of year/Member of the year
To be tied into Banquet or catered event

Nordicon:

- A. Date / Time/ Theme?
- B. Committee Chairmen – Vendor/ Judging/Awards/Registration/ Raffle/Security
- C. Costs?

Newsletter /TCAH Website & Publicity

- A. Articles
- B. Updates to Website - New and old Members profile?

TCAH General Meeting formats:
Starting in Jan 2007
Welcome Guests/Visitors

What's New? Word from our Vendors

Show & tell

Expo – Guest Speaker/How to & other Hobby related topics 15-20 minutes TOPS

Break

Business

Raffle

IPMS Renewal – Due date? Cost?

Nats Sponsor of trophy/trophies

Fleming Field Meeting Place

- A. Protocol – Meeting area squared away and free of trash



Airline Chatter

by Terry Love

Boeing has released some details on their new Boeing 747-800 stretched version of the 747. It will be just over 250 feet long carrying 467 passengers. It will utilize technology developed by the new Boeing 787 Dreamliner. It will be 11% lighter, consume 10% less fuel, 19% lower trip costs, and a 3% reduction in seat-mile costs, as compared to the Airbus A-380 super jumbo jet - its main and only rival or competitor. Boeing has a worldwide infrastructure in place. The new 747-800 will weigh nearly 1 million pounds. It will be powered by four GE-2B67 engines of 66,500 pounds of thrust each.

Jet Blue, a low cost airline, lost only \$500,000 in the third quarter of 2006.

Alaska Airlines lost \$17.4 million in the third quarter of 2006.

Aeroflot, the airline of Russia, is pulling all of their Ilyushin IL-86 airliners from service. They are way to fuel-thirsty.

Skybus is a new low cost airline, just starting up. They bought 65 Airbus A-319s that began deliveries in late 2006.

Airbus sold 150 Airbus A-320s to China in December of 2005 for about \$10 Billion. They liked them so well, that China ordered 150 more! That is with an option for 20 more also. Over 300 Airbus A-320s!!! China owns most of the

countries airlines, so the country of China orders the aircraft.

Virgin Atlantic airlines is pushing back its delivery date of their Airbus A-380 super jumbo jets order by 4 years to give Airbus time to sort out their troubles with the airliner.

U S Airways lost \$28 million in the third quarter of 2006.

United Airlines earned \$190 million in the third quarter of 2006.

Northwest Airlines lost a whopping \$1.2 Billion in the third quarter of 2006.

Qantas ordered 8 more Airbus A-380s, the super jumbo jet. It is the first order for the troubled A-380 this year. Qantas also ordered 4 Airbus A-300-200s.

Gol Airlines, low cost airline of Brazil, ordered 20 more Boeing 737-800s.

TAM, the Brazilian airline, ordered 4 Boeing 777-300ERs for about \$1Billion. TAM has never flown a Boeing product. TAM is the largest Airbus user in Latin America.

Emirates Airlines cancelled their order for 10 Airbus A-340-600 long-range airliners, and instead will order Boeing 777-300ERs. Cost to Airbus for the cancellation is a loss of \$2.25 Billion.

Boeing has completed design of its latest version of the 747. It is the Boeing 747-800, and it is 18.3 feet longer than the Boeing 744-400.

American Airlines is recalling 10 pilots per month from furlough.

Delta Airlines actually made a profit of \$52 million in the third quarter of 2006.

U S Airways proposed merging with Delta Airlines for \$8 Billion which would take Delta out of bankruptcy. Delta would get \$4Billion in cash and \$4 Billion in U S Airways stock. The merger would create one of the world's largest airlines. The new airline would use the Delta name, since it is more recognizable. Aero Mexico ordered 10 more Boeing 737-800s and 2 more Boeing 787-800s, bringing their total order to 5. A Boeing 787 cost around \$150 million each and a 737-800 cost around \$55 million each.

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Northwest Airlines is recalling hundreds of its furloughed pilots. As of November 1, NWA has sent letters recalling 425 pilots. But half of the 425 pilots turned down the recall offer. NWA needs 150 more pilots in the first half of next year.

Federal Express ordered 15 Boeing 777-200LR freighters, and an option for 15 more. Boeing has now sold 866 of the 777 model to 44 different customers. Since 2005, the 777 freighter program has sold 38 of them to 5 different customers. At the same time, Fed Ex cancelled its order for 10 Airbus A-380-800 freighters.

Airbus is in trouble. After some cancellation orders for the Airbus A-380 (mainly Fed Ex and Emirates), the order book is down to 149 from 15 customers, and it is almost 2 years behind schedule. Also they lost \$255 million in the third quarter of 2006.

Easy Jet, the English low cost carrier, ordered 52 Airbus A-319s bringing their total orders for the type to 192. They also have an option for 123 more.

Korean Airlines ordered 25 new airliners worth \$5.5 Billion from Boeing. The order was for 10 Boeing 777-300ERs, 5 Boeing 737-900s, 5 Boeing 747-800s, and 5 Boeing 777-200 freighters. Korean Airlines presently has a fleet of 118 airliners.

Delta Airlines recalled 700 laid off mechanics. This is a good sign for the recovery of Delta Airlines.

Airbus is increasing its production rate of its A-320 series of airliners. Currently they are building about 30 per month. They want to about double the production rate. Currently, there are about 1800 orders on backlog. This should free up delivery spots which are currently full until 2010. Delivering A-320s earlier will also bring in more cash to Airbus - money that Airbus needs due to the huge cash drain of the much delayed Airbus A-380 super jumbo double-decker.

Northwest Airlines took delivery on November 15 of their 11 Airbus A-330-200. NWA has 9 more Airbus

A-330-300s on order with the last one scheduled for delivery in October of 2007.

Airbus has orders for 508 new airliners from this year, while Boeing out sold Airbus by logging 847 so far this year. Totals will be higher by the end of the year.



NORDICON 2006

by Bob Maderich II

I just want to take a few moments to sincerely thank everyone that gave of their time and talent to this year's Nordicon. It was a great time for everyone, and isn't that what these shows are supposed to be about?

Here are a few Highpoints:

1) We made a little money, but again, our goal was not to make a "killing" but to put on a show that celebrates the area's fine model builders. Don't get me wrong, we should not lose money on the show, but a modest profit is enough.

2) Steve's judging format was very good, and we just need to tweak it a bit. We have had a lot of new ideas on this topic and they will be discussed in the future.

3) The vendors were out of force and full of good stuff to buy. They made money, which is good, and I hope we can get them all to come back in 2007.

4) Most important, we had a great turnout of models at the show. A good cross section from the area, lots of quality builds in all the areas.

5) When the show started, I was very impressed by the members turning out to help in any way. Kudo's to the guys at the desk, the guys setting up and tearing down the room, and to all the judges.

I hope 2007 will be another great show, and I will do my best help that along.



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Canada, and was in production in Australia through 1961 and served in NATO air forces through the 1960's (when it was gradually replaced by the F-104), and with several smaller air forces well into the 1980's.



Spraybooth Logic The Christmas Letter

by Dave Pluth

After years of waiting for model companies to do the kit that I wanted them to do, last year around Christmas, I became frustrated and turned to a higher power. In doing so, I thought my wishes would be met with understanding and kindness. This was just not the case and frankly I'm shocked and a bit upset by the response that I got.

Here's both letters in their entirety, I'll let you decide who's being unreasonable.

Dear Santa,

How are you this year? I hope that Mrs. Claus is being a bit nicer to you this year than she was when we spoke last year about this time.

I can totally understand how stressful things are up there at this time of year. Along with the cold weather, I'm guessing having that split operation between the North Pole and that Indian customer service center and the manufacturing facilities in China makes the "off-season" travel just awful. Being that you also can't stand curry (remember when I was 6 and I left you curried chicken and the glass of milk instead of cookies and you put it in my Christmas stocking?) it must also be really tough maintaining your dietary habits!

I also wanted to check up with you on Prancer's condition. It must have been rough for him last year when Rudolph beat the crud out of him after Maury Povich outed him and his secret love for Rudolf on his TV show. Hopefully he will be ok for the big night this year.

Now on to the business at hand.

Santa, modelers from all over the world have tried for years to get a new 1/48th scale B-17. We've asked Tamiya, Hasegawa and

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many other companies to grant this wish, but none of them can seem to get the job done.

So, Santa, we are turning to you because we know that you and only you can and will fulfill our Christmas wish this year.

Thank you in advance!

-Dave

Dear Dave,

Thanks for taking the time to write to me again this year. I find it quite interesting that the only time I hear from you is around Christmas. Don't you think this old man needs letters in June or July so he has something to read on the beach? Apparently you can't even pick up the phone. This really doesn't look good for you!

The outsourcing has caused us some problems up here at the North Pole. The elves were really ticked when we offered them the "opportunity" to move to China to oversee the operations there, take early retirements or get laid off. I'm still buffing out some of the scratches in my sleigh where some disgruntled elves keyed it.

That little jerk Hermey the dentist upped his rates ten-fold so all of our dental premiums have risen significantly. I should never have sent him to dental school! Hermey's brother Roger, the "doctor", also moved up here when he heard the kind of cash his brother was making. Frankly, the healthcare costs with all these new retirees are just killing me.

As far as Rudolf and Prancer, well they have worked out their differences and are now able to work together once again. Rudolf went through 9 weeks of sensitivity training in France. While his human resource issues have subsided, he now smokes three packs of cigarettes a day. On Tuesdays he wears a beret and will only speak French. We hope that he will be able to catch his breath enough to make the trip this year and that Christmas doesn't fall on Tuesday because I have no idea what the little fellow is saying.

Now as to your Christmas wish I have a few choice words for you.

1/48th P-47N, 1/48th B-25, 1/48th Devastator (would you like me to continue?).

"Santa, Santa, please, please, please, I just have to have a 1/48th P-47N. I will love it and build it and send you pictures of it when it's done."

Blah, Blah, Blah (Hey! That's almost as catchy as ho, ho, ho).

Do you remember those little quotes from years past?

Shall we review what happened to those kits? P-47N – Box on upper left part of the shelf of doom. The B-25 is a close neighbor to the P-47. It's best friend in the world the Devastator is sitting down the shelf all in a four foot proximity. Give me a friggin' break!

Frankly Dave, Santa (and yes I am talking about myself in the third person these days. I'm a Saint after all.) is sick of you whining and com-

plaining about the next great kit and how you "really, really, really" need it. When I return the following year only to find it sitting on your shelf un-built, do you have any idea how that makes me feel? For Pete's sake even the six year olds occasionally play with the toys I give them!

Besides if I did make the kit for you, the first thing that would happen is all the internet whiners would b*tch, moan and complain about the panel lines being wrong or that the wheels shouldn't have a diamond pattern on them.

Do you have any idea what I do to those internet people?? I used to put coal in their stockings but now the Environmental Protection Agency says that I can't do that because of black lung disease. I started putting Barry Manilow CDs in there but they seemed to like that. So instead, I started putting Hip-Hop cds under the tree for them. Have you ever seen a nerdy little modeler playing a Snoop Dogg or a Nelly CD? It is friggin' hilarious!

So as Wayne said to Garth in Wayne's world. "DENIED"!!

Sincerely,
Santa Claus (aka St. Nick)

So it's up to you to decide. Who was right? Now don't get me wrong Santa has his points but frankly he doesn't know that the B-17 that I asked for wouldn't be that one kit that I would breakdown and build.

Merry Christmas and now shut up and build!



ON THE TABLE NOVEMBER 2006

Holy Moly Rocky! Did we have stuff on the table! But almost all of it was unbuilt, because this was the annual TCAH fund raiser auction. You've never seen such a collection of closet queens and shelf-of-doom refugees (unless you've been to one of our previous auctions). Some kits were recognized as annual participants in this event. At the other end of the spectrum we had some beautiful finished static display models by Steve Hustad, and several extraordinary dioramas by the late Michelle Choquette, as well as some framed art. On behalf of the club I'd like to thank our auctioneers: Mark Copeland, Axel Kornfuehrer, Steve Hustad, and Merrill Anderson.

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.

Twin City Aero Historian
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

Return address requested

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.

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