

The Aero Historian



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November 2001

November Meeting News!!! Change in meeting time

It's Auction Month!!!!

This is to remind you that this month is Auction Month for TCAH and that this month's meeting will begin at 1:00pm rather than 1:30pm. There will be a brief meeting prior to the auction. There will be elections and a few other items discussed, a short break and then on with the auction. Also, this meeting will also be at the Oxboro Library in Bloomington (see back of the newsletter for directions).

What's auction month? Member bring in their old kits, detail sets, decals, books, videos, paints etc that they would like to donate to the auction. Each of these items will be put up for bid (some in groups) and the money raised will go into the club treasury to help defray costs of things such as the newsletter over the coming year. In past years we have raised between \$800 and \$1400 for the club during the auction.

So, if you have kits (everything from Hasegawa to Monogram to A-model, even somewhat started kits, aircraft to armor), books (from paperbacks to reference materials), detail sets (for kits you no longer have or will not build), decals, videos (probably should be military or aviation related in some way), tools and paints (stuff that is still useable please!), bring them along!

Also, bring some (ok, a lot of) money! This is generally a pretty good place to pick up some bargains!

TCAH This Month

November 10—**TCAH Meeting.** Club Auction. No theme. Club Elections, recounts, re-recounts. Oxboro Public Library. 1:00pm Start time!!

November 17— TCAH Business Meeting at Ken Sallman's house. 1:30pm. Pickup a map at the meeting.

BREAKING NEWS!!!

In a an alarming development, threatening to upset the delicate balance of power, George Mellinger, chief propagandist of Russian aviation, and author of a monthly column about Russian aviation and aircraft modeling has offered to take over editing the TCAH monthly newsletter effective March 2002. Although he promises to introduce no revolutionary changes to our newsletter, and assures us that this is not a classic venture of Russian infiltration and subversion, can we believe him? Analysts believe that this is the very same Mellinger who was previously the Kommissar of the Soviet Aircraft SIG until toppled by a surprise coup and forced to flee into exile a few years ago. If this is correct, it could be ominous and belie his bland reassurances. It is believed he was toppled because of his excessively rash adventurism and vainglorious attempts to take over everything and make everyone build models of Russian airplanes, culminating in a failed attempt to invade the Japanese SIG's summer Banzai Bash. Is Mellinger a front man for Putin's attempts to dominate the aircraft modeling media? Or does he have even bigger goals? Is this perhaps a plot to restore 1/72 scale to hegemony? Or something even worse? Story developing.....

(Current editors note: George will need a distribution editor located here in the Twin City area to do the photocopying and mailing of the newsletter. If you are interested, please contact me (dave@j-aircraft.com) and I will pass the information on to George. This job takes a couple of hours per month, tops.

Thanks to George for offering to take on this responsibility!!

From the President

By Steve Erickson

November is auction month so dig deep, clean out those closets, dust off those shelves, and bring kits, books, decals or any other old treasures you think you can pawn off to another club member. Remember one man's junk is another man's treasure. This is impluse buying at its peak, sharks feeding have nothing on our club members when bidding.

*****Meeting starts a 1:00 PM*****

From the sound of things the Museum is gone for good. So our November and December meetings we be at the Oxboro public library at 8801 Portland Ave So. See the directions in the back of this newsletter. This is not a bad site, but we are still looking for a better or more permanent home. So look around and come up with some suggestions for me to contact. My thanks to my leg man Tom Norrbohm, who has been checking out different locations for me. November is also election month. Vote early, vote often. I must have a campaign manager because I was nominated for President again, that's what I get for being absent. So remember show up early.



Frank Cuden's Skyraider

Supplements to this newsletter can be found at: <http://www.aerohistorian.com/newsletter>
Information about the American Wings Museum can be found at: <http://www.americanwings.org/>

TCAH Officers

President, Steve Erickson
763-521-9948
Serickson@mbcgroup.net
Vice-President, Bob Ferreira
952-941-3431
Secretary, Dave Kitchel
952-423-2065
Treasurer, Pat Butler
612-915-1569
Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editors

Dave Pluth (dpluth@j-aircraft.com)
112368 Eitel Circle
Chaska, MN 55318
H:952-448-4795
Fax: 952-448-9510

Johannes Allert (norway_331@yahoo.com)
19380 Swallow St. NW
Oak Grove, MN 55011
H:763-213-0370

Distribution Editor

Jim Kaltenhauser
(Kaltenhauser@yahoo.com)
8219 Emerson Ave. S.
Bloomington, MN 55420
H:952-346-8460

Send articles to:

Via E-mail: newsletter@aerohistorian.com
Via Snail-mail:
Dave Pluth
Atten: TCAH Newsletter
112368 Eitel Circle
Chaska, MN 55318
Fax: 952-448-4795

Join the TCAH Mailing List!!

We've setup a e-mail list for members of TCAH to keep up to date on the current club events and news. You can join by going to the TCAH website www.aerohistorian.com/newsletter and entering your e-mail address.

Secretary Notes

There were no reports submitted by the Secretary this month.

TCAH Calendar & Events of Interest

November 10—TCAH Meeting. Club Auction. No theme. Club Elections, recounts, re-recounts. Tentatively set for Oxboro Public Library

December 8—TCAH Meeting. Early Jets. Heinkle, Whittle, Bell, Yak, prototypes or production.

Do you have something to include on the club calendar? Please let us know at newsletter@aerohistorian.com!

Contest Calendar

11-10-2001	IPMS/Butch O'Hare 19th Annual Contest Lakeview Junior High Darien, IL John Wendt: jwendt001@hotmail.com Leo Buche: 773-286-4389
2-16-02	IPMS/Zumbro Valley "Rochester Contest 02 Dept of Public Safety Rochester, MN Contact: Barry Brown 507-281-3843 castawyales@altavista.com
3-2-2002	IPMS/Ft. Crook American Legion Hall Millard, NE Contact: mcavel@tconl.com
3-23-2002	IPMS Great Plains KC CON 2002 Holiday Inn Express Overland Park, KS Ed Bjes Bjes@umkc.edu
4-13-2002	IPMS/Plastic Surgeons Contact: Greg Metge 817 Grand Avenue West Des Moines, IA 50265 GMGHA@aol.com
5-3-2002 thru 5-4-2002	IPMS R5CON Hosted by IPMS/Gateway May Community Center DePaul Hospital Bridgeton, MO. Mike George Ontrak33@aol.com
9-7-2002	Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad

Treasurers Report

By Patrick Butler

All I can say is, BRRRRR! Yes I know, I live in Minnesota, but still it's not very nice to walk out my door and get hit by that first arctic blast. On the other hand, as we get forced indoors, the sprue and glue start flying! All those plans for the perfect model can be put into action. As I've not touched anything on my model bench since June (??) that definitely means me too!

I would like to thank Tom Norrbohm for standing in for me at the last meeting, as well as finding a place to meet. I'm looking forward to seeing our temporary space. Also a quick reminder that we vote on officers as well as have the club auction this month, so empty out your closets and fill them up with that must have models from someone else's closet.

As the end of the year draws to a close it also becomes dues paying time. You can pay me directly at the meetings or send it to me at the following address:

Patrick Butler
5053 Penn Ave. S.
Minneapolis, MN 55419

\$15 for all the fun you can stand.

Last but certainly not least, we have \$4634.95 in the bank. Although we made a small profit at Nordicon 2001, we also put a deposit on the room for next year. We also bought new life member Jack Mugan a very nice print in remembrance of his long years of contributions to our club, which was very well deserved.



John Bernier's X-1 from the meeting a couple months ago.

TCAH Memories

by Tom Norrbohm

November 1985: Our newly elected President Noel Allard introduced himself and the new club officers to the rest of the club. Dave Galbraith gave a review of the recent Har Mar Mall Show, noting some guests at the meeting as a result of the show. Steve Capiz, one of those guests, brought in a beautifully detailed scratchbuilt WWI Fokker in a glass encased diorama. The Museum asked for our help in possibly building a permanent model display for their grand opening in May. See Noel if interested. A new hobby shop, Hobby Depot, is open and located on 66th St. near 12th Avenue. Hub Hobby has opened their new store on 64th and Penn and will continue at the old location until years end. Members reminded that most hobby shops offer club members a 10% discount. Club Officers: President- Noel Allard; Vice President- Frank Cuden; Secretary- Dave Galbraith; Treasurer- Ken Johnson.

World War II Roundtable

The Roundtable Meets the 2nd Thursday of each month at 7:00pm in the auditorium of the Ft Snelling History Center.

Point-of-Contact is Don Patton 952-392-3611 Ext 4017

2001

November 8 "Cold War Successes & Failures of World War II"

December 13 "60th Anniversary of Pearl Harbor"

2002

January 10 "Devil Boats - PT Boats"

February 14 "Fighting Norwegians 99th Inf. Battalion"

March 14 "Down Behind Enemy Lines- Escape & Evasion"

April 11 "The 60th Anniversary of the Doolittle Raid"

May 9 "D-Day on Utah Beach"

October Business Meeting Notes

By Johannes Allert

The October Business meeting was held at the home of Tom Norrbohm. In attendance were: Tom Norrbohm, Dave Pluth, Steve Jantscher, Ken Hornby, John Higgins, Pat Butler, Johannes Allert, Jim Kaltenhauser, Ken Sallman and Bob Fierra.

Topics for discussion were the following:

* Results from Nordic-Con 2001 - TCAH ended up in the black this year. Pat Butler reported that the club made approx. \$80.00. Plans are to have it at the "Thunderbird" again next year. Date is scheduled for 7 Sept. 2002.

* Chicago Military Figures Show - Ken Sallman said the show was absolutely great and that he will have some photos of it posted to the club web-site.

* Meeting Place - Tom Norrbohm has signed the club up to meet at the Oxford Library for the next 3 meetings. During the summer months the library will be closed on Saturdays so the club will have to search for a different venue. Perhaps the Ft. Snelling Historical Center or "American Wings". Once again the membership is asked to help provide suggestions and help search for alternatives.

* TCAH Banquet - So far no plans have yet been made. The membership made a motion and agreed that if no plans are forthcoming by the November meeting, that the club will forgo the Banquet this year. Motion was also made and carried to have a formal banquet every 5 years, with a small and informal gathering in the off years. The 40th anniversary being in the year 2006.

* Minneapolis Library display - Ken Sallman is helping to coordinate with the RPM Club, a model display to celebrate "Model Month" at the Minneapolis Library. Members are encourage to provide models for the display. Please contact Ken Sallman.

* Club Newsletter - Jim Kaltenhauser, Dave Pluth & Johannes Allert plan to

step down in February as club newsletter editors. The newsletter takes approx. 3-4 hours to do, not including distribution. Members are encouraged to get together as a team to help the work go more quickly. Again, this is YOUR chance to participate and give back something to the club.

* Club Constitution & By-Laws - Motion was made and carried to form a committee to review and reform the TCAH Club Constitution & By-Laws. Committee would discuss and membership to vote on revisions such as combining club officer jobs of V.P. & Club Secretary, Clarification of duties and removal of club officers for dereliction of duties. Committee to be formed by new administration after the November Elections.

* Club Elections - To date the following have thrown their "hat in the ring" for the following positions.

Club President - Steve Erickson

Club Vice President - Pat Butler / Bob Fierra

Club Treasurer - Rick Rubel / Tom Norrbohm

Club Secretary - Bernie Kugel / Ken Sallman

Ballots will be provided at the next meeting. Remember - - vote early, vote often.

Next TCAH Business Meeting will be held at the home of Ken Sallman on Saturday 17 November at 1330 hrs.

Production Schedule for Squadron/Signal Publications.

By Terry Love

First half of 2002 -
January - B-2 In Action
February - B-1 In Action
U S Carrier Operations - World War II
March - World War II French Fighters
April - U S Light Carriers
May - AH-1 Cobra Walkaround
June - PE-2 In Action
The B-2 In Action is be former club member, Jim Goodall!!

Going Blind and Loving It- Building 1/144th scale kits

by Tom Norrbohm

I always thought that as you got older in this hobby you tended to build bigger models because they were easier to see and to work with. Not so with me! I have developed a real death wish and have started building 'the little guys', 1/144th scale airplane models. Why you ask? There are several reasons. One, they are cheap! Screw it up and you're only out only a couple of bucks. Secondly, the quality has taken a step up with new kits from Eduard and Sweet. Third, you are NOT going to have to put in any after market stuff in these babies! If you want to tackle detailing one of these, I will personally supply you with the gun to blow you own brains out with, if you have any left that is! I have seen models in this scale tricked out at past IPMS Nationals and it is not for the faint of heart, truly scary stuff!

I was always under the impression that most of the kits in this scale did not 'measure up'. They either didn't look right or were exaggerated in shape one way or another. Some of the older kits are not the best and are best left alone. But most of them are fairly decent with some being outright outstanding! Many if not all have engraved panel lines and clear parts. Decal sheets tend to be very simple with nothing but basic markings and what not for one specific airplane. This has changed recently with kits from Eduard and Sweet which gives you multiple markings for your model.

Building these kits are very simple. Single engine aircraft tend to have to fuselage halves, one-piece wing and stabilizers, landing gear, prop & spinner, and clear parts. Multi-engine kits will have more parts with the wings usually being in upper and lower halves along with some additional misc. parts. Things like antennae masts, DF loops and such are not usually supplied and you would have to fabricate on your own. Once you have built the model you can start to paint. This is the most difficult part of the building process because of the size of the model. In this scale, all camouflage patterns would appear as 'hard edge' should you decide to do so. Some things like mottling or splotches can be

applied with both a hard edge or airbrush. Masking camouflage patterns on multi-engine aircraft can be a challenge, but with patience, can be done. I have used 5 minute epoxy for making bulges and such for some of my models and this works very well.

After painting is done, I put on my panel lines with a #2 pencil, glosscoat the model and put decals on, and give it a finish coat of my choosing. Framing on clear parts can be painted or clear decal film painted and cut into strips and applied on the clear parts. This works very well with a good quality decal film that will 'settle' down on the clear parts. I don't worry about getting the framing cut to scale, just so something is on the glass. It would be wise to mount all single engine models on a small base as this makes for much easier handling of the model in the future.

Done! That wasn't so bad now was it? I keep thinking of ways to do something challenging in this scale. By now most of you will have seen my Mistel in this scale at the October Meeting. Dave Heffernan saw this model recently at National Hobbies and thought I was nuts! Thanks for the compliment Dave! I am now thinking about possibly doing a checkerboard nose on a P-51 Mustang in 1/144th..... Oops! The guys in the white suits are here to take me away. Til next time!

Websites of the Month

by "Texas" Terry Love

WWW.NORCALAAHS.ORG

This is the website of the Northern Californian chapter of the AAHS. IT is a great sight, especially for the photographs. Just check out Bill Larkins pages of photographs. Wow!!

WWW.USERS.SKYNET.BE/EXOTIC.PLANES

This site is in Beligum, but it is in English. It consists mainly of models built with exotic but accurate color schemes. It is really a wild subject, and well worth checking out.

WWW.AEROFILS.COM

Be prepared to spend lots of time at this site. It has great links to other sites. I highly recommend visiting this site when you have lots of time avail-

able, because you could easily spent hours here.

WWW.AIRFORCESMONTHLY.COM

This is the site for the Air Forces Monthly magazine, but it has lots of other great information besides the present issue of the magazine.

(The following are the websites for various aircraft manufacturers)

WWW.BOEING.COM

WWW.LOCKHEEDMARTIN.COM

WWW.BAE.COM.UK

A couple of interesting military websites are as follows:

WWW.ANG.AF.MIL

WWW.HQPACAF.AF.MIL

One final website is that of Jane's as in Jane's All The Worlds Aircraft. It is as follows: WWW.JANES.COM

From our R5 Coordinator

Jack Bruno

Nothing much going on in the World this week...but anyway I need to remind you to get your rechartrers back to Dave ASAP. We need to get this done before the change of command for obvious reasons. The new DLC will be : Jack Kennedy.....a handsome man.. who will do an outstanding job of keeping all of us in line. (as long as I don't bust his stones) Jack has been a RC longer than myself.....he knows the tricks and could teach me a few things. :) Anyway, GOOD LUCK JACK and GOOD LUCK DAVE, who will take over as IPMS/USA President. I have NO DOUBT, that with MY HELP, Dave will do a great job. All kidding aside, Dave did an outstanding job filling Fred's shoes and made his own mark in IPMS. It was a pleasure to work with you and look forward to continuing the modeling pleasure. GEZZZ, what a suck up letter. I am taking BIDS for the IPMS Region 5 Convention for 2003. Five copies must be in my hands no later than April 1, 2002. Lets see somebody new host this event!!!!!! How bout it Quad Cites!!!! I retired from any and all Chapters after the 2001 National Convention. So, I have NO AFFILIATION with ANY IPMS Chapter.....Nominations for the "The Gil Godfrey Memorial Chapter Of The Year Award" are do to me NO LATER than April 1, 2002.

The Koga Zero

By Dave Pluth

When I heard my first story about the "Koga Zero" several years ago, I couldn't help but snap back many years to the first time I saw the movie *Animal House*. There is a scene in the movie where the boys decide to get thrown out of school with a bang (and a really big party). John Belushi's character starts chanting "Toga, Toga, Toga" and is soon joined by all his housemates in the chant. The discovery of Petty Officer Tadayoshi Koga's Zero on Akutan Island (approximately 25 miles east of Dutch Harbor) on June 4th, 1942 may well have inspired nearly the same enthusiasm and party atmosphere.

As of 1942, the Allies had exactly one Zero in their possession. That aircraft was captured in November of 1941 by the Chinese and was in the process of being rebuilt in China. The United States needed a Zero of their own at this point to test and more importantly to evaluate for weaknesses. There were Zeros that were shot down at Pearl Harbor, but all were so badly damaged in crashes, that little could be determined from them. The Koga Zero would become an answer to US intelligence prayers.

By the date and the crash location, you probably have already been able to discern that the Koga Zero was part of the raids on Dutch Harbor that were to happen in concert with the Japanese Raids on Midway.

On the morning of June 4th, Chief Petty Officer Endo, Petty officer Tsuguo Shikada and Petty officer Tadayoshi Koga took off from the carrier *Ryujo* at 11:40 a.m. Their flight along with 3 other Zeros and 9 "Kates" from the *Ryujo* were commanded by Lt. Masayuki. Their mission this day was a simple one, bomb Dutch Harbor.

At approximately 12:45 p.m., Koga's flight of Zeros spotted a PBY flying boat and proceeded to shoot it down. The PBY managed to crash land on the water and the crew was able to get into a life raft, as Army onlookers watched helplessly from shore. The flight of Zeros then proceeded to swing around and strafe the raft until all aboard were killed.

The Zeros then turned back toward Dutch Harbor and proceeded with their mission. While strafing two PBYs that

were anchored in the Harbor, Koga was hit by ground fire. There is some debate as to whether this was small arms fire or machine gun fire as there have been several claims by various Army and Navy personnel on either side of the debate. The official army report states that no bullet holes larger than .50 caliber were found in the aircraft so it can safely be determined that it was not anti-aircraft fire that brought it down. It will never be known as to who actually shot down Koga, but there are many that claim they had a hand in it from a man with a sidearm on the ground to several anti-aircraft gunners.

What is known is that Koga's Zero began trailing smoke after the run on the anchored PBYs and began losing power. Koga and his flight headed east to Akutan Island, which the Japanese had designated as an emergency landing area. The Japanese had prepared for emergency landings by placing a submarine off the coast of Akutan to pick up any downed pilots and flight crews.

Koga and his damage aircraft had made it to Akutan. The next problem was finding a place to land. The undamaged Zeros circled and found a flat grassy field a half-mile inland. After the initial pass, the area look promising, so Koga prepared to land. While Koga lined up and dropped his gear, Petty officer Shikada made one final pass on the area. On this pass, he noticed that there was water under the grass. He tried to warn Koga that he should make a belly landing as opposed to trying to land with his gear down. It was too late. Koga's Zero touched down, dug into the mud, water and grass and then flipped over on its back. The impact killed petty officer Koga immediately, (probably a combination of a broken neck and being submerged in a foot of water). His plane was left relatively undamaged.

Koga's flight mates now had a decision to make. Their orders were to destroy the aircraft, but they feared that Koga might still be alive in the aircraft. They made the decision to return to their ship without strafing the aircraft and their flight mate.

The Koga Zero was really in no man's land on Akutan Island as PBY patrols didn't generally patrol that far south. It was over a month before the

Zero would be discovered quite by accident. On July 9th a PBY patrol from VP-41 based at Dutch Harbor was out on a routine patrol. The day was extremely windy and the wind had pushed the PBY almost 240 miles east of its intended course. It wasn't until flying over Akutan Island that the crew realized what their position actually was. As they flew over, the Zero was reported by one of the waist gunners. The pilot swung around and went in to take a look. As they passed over the crash, they could indeed make out the crashed enemy plane, they could also tell that it was in reasonably good shape.

After some discussion, it was decided that a crew should be sent to investigate the feasibility of salvaging the Zero. The crew was sent aboard a small converted fishing boat and arrived at the island on the 10th or 11th of July. The Zero was found quickly but approached with extreme caution, as it was feared the crew might still be alive. The landing party was split into four different groups and each approach from a different direction. The first crew to arrive at the aircraft determined that there was no danger. They also discovered PO Koga still strapped into the aircraft. An attempt was made to flip the aircraft over to free the body of the pilot. Only the tail could be lifted slightly as the mud (the aircraft was in a foot of water) and the weight of the aircraft kept the men from flipping the aircraft over.

At this point the crew worked to get Koga's body out of the aircraft. They worked to release the seatbelt harnesses, but had problems with them as well as having problems with Koga's feet still being in the rudder stirrups. A hole was punched into the side of the aircraft to release the harnesses his body was removed from the aircraft. Koga's body was searched for any intelligence information that could be gathered. A parachute and raft were found. His pockets were empty. There was no sword. Around his neck there was a series of small clear plastic folders on a chain. One folder had pictures or drawings of the latest American aircraft, another had the simple voice codes that were used for that days mission, another was an engine power curve chart and the final was a

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drift chart. Also Koga had an Elgin watch on a chain around his neck. His body was then taken and buried in a shallow grave, as the crew didn't bring any shovels to dig a proper grave. This situation would be rectified on their next visit on the 12th of July and Koga would be buried with a simple burial service approximately 100 yards from his downed aircraft.

Heavy equipment was sent to the island to begin salvage operations on July 12th. There were some problems landing some of the equipment. Enough equipment was landed to begin building a wooden platform from 6x6 timbers. The working theory was that the aircraft could be pulled onto the platform and then worked on to flip over. However, without a winch the aircraft was simply too heavy and too stuck in the mud to budge. The crew returned to base to retrieve more equipment.

On July 15th, a barge with a bulldozer, fitted with a winch, arrived along with additional supplies and a sled that would be used to move the aircraft back to the ship upon its extraction from the mud. The aircraft was extricated without further incident on this day and shipped back to Dutch Harbor.

Upon its arrival at Dutch Harbor, all radios and instruments were removed from the aircraft and reconditioned. The engine was cleaned up and all water was removed from the cylinders. The aircraft was then crated and loaded aboard the USS St. Mihiel for its trip to Seattle and then to San Diego where the aircraft would be secretly rebuilt to flying condition.

Having the Koga Zero would come to be one of the biggest intelligence finds of the war. While it may not be as important as the breaking of enemy codes, the tactics and information that were gathered by flying the rebuilt Koga Zero would prove invaluable to Army and Navy pilots in the South Pacific during the war. In next month's issue, we will follow the rebuild and testing process of the Koga Zero and find out about its ultimate fate.



Free Russian SIGNALS

By George Mellinger

Just as the Soviet Union died so it could be reborn as a (somewhat) better Russia, so too, we see that Aeromaster died and was reborn as a (somewhat) better Eagle Strike. Okay, so Aeromaster was always much, much better than Soviet Union, and didn't need nearly so much improvement, point is, both got even better with rebirth and change of name. This is my handle to connect Aeromaster-Eagle Strike with Russia, that and the fact that Eagle Strike has just released new decals for us with a Red Star fetish. And I'm pleased as I can be, 'cuz I worked on one of 'em. And now I can reveal secrets only hinted at in earlier columns.

I hope you took my advice and hints and bought MiG-29 kits. The new Eagle Strike sheet "Ivan's Eagles", gives markings for 4 single seat and 1 two-seat MiG-29s from the regiment based at Domna in Central Asia. Three carry the artwork of Captain Maksimenko, featuring sharkmouths and cartoon drawings. One of the drawings features the spread winged vulture used on the units MiG-23s earlier in Afghanistan. The other two involve cartoons featuring a Russian eagle, highly reminiscent of Grandpa' Pettibone's drawings in *Naval Aviation News*. I contributed information and translations for the sheet. The other two choices offer unique and colorful markings choices for the post-soviet era. The decal sheet includes an insert by me giving details of the unit and its markings.

A second jet sheet, "MiG Fighters Over the World III", available only in 1/32 offers decals for the Trumpeter MiG-21. A metallic Czech MiG-21 with naked nose art (copied from an earlier Fujimi 1/72 release), an Egyptian MiG-21 in desert sand and green, with orange ID panels, and a Cuban MiG-21 with an unusual bright medium blue and light gray upper surface finish. Actually, I am most skeptical of this. Cuban camouflage is usually bright blue combined with a medium olive green. And I have neither seen photos of this Eagle Strike scheme nor read mention of it. This sounds far more like one of the recently reported Vietnamese camouflages. Still, Gaston is Cuban-American, lives in Florida, and may

know something I do not.

The third sheet, Petylakov Pe-2s Pt. 1, offers markings for six Pe-2s, one of them a captured machine used by the Finns, two aircraft in the standard temperate camouflage pattern, another in winter temporary white markings - "Red 16", a fifth in temperate finish partially oversprayed with white and bearing the markings of the 3 Fighter Corps (a guide and navigation plane, needed because VVS fighter pilots received minimal navigation training at best), and the last has nose art - a lightning flash and a name reading Zabiya. While the caption in one of the Russian books says that this was the name of the pilot, the dictionary gives the translations, "squabbler, brawler, bully". Perhaps the pilot really had this fortuitous name? These are not the first choices which I would have selected for a Pe-2 sheet. I do plan on using "Zabiya", but I don't do Russian aircraft in captured markings, and I've been eloquent before on my distaste for white finish, and all the heartbreak applying it involves. But I will accept this sheet with gratitude even greater for the fact that it is identified as "Part I". Gaston is a good businessman, so perhaps he is saving the best markings for subsequent Pe-2 sheets. If so, I'm also gonna need yet another Pe-2 kit for the crocodile mouth. And best of all, and the real reason I think I like Eagle Strike even better than Aeromaster - both these sheets are being released in both the popular 1/48 and the divine 1/72. I no longer feel a second-class modeling citizen. So I have hopes that from now on, all those great decals Gaston has been producing will be made available in 1/72 as well. "Urra!"

And just in time too. Some more prayers have been answered. Dakoplast has released their long promised 1/72 scale Yak-7, the classic straight back version. According to kit reviews, both from Russia and on the web, it is a good kit, up to the quality of their earlier Yak-9, which was quite acceptable enough for anybody who is able to assemble a model in the first place. Three choices of deal, one of them in that damned winter white, with red dedication inscriptions. I presume the others also have dedication markings, but don't know the details yet. I know I'll have two start with two of the

kit, and then consider more. And then, Amodel has released the 1/72 Yak-1, which should already be available from Rollmodels and Usk. On the basis of box art and reviews, this appears to be the early series, with the squared after-canopy covering, and two 7.6 mm machine guns. This will provide opportunities for doing quite a number of the Yak-1 aces' aircraft, but not all. We still need the late model Yak-1B with the cut down rear fuselage, and the intermediate Yak-1 with the curve paneled rear windows, and I expect Amodel will oblige. Decals for this kit appear uninspired, an anonymous green aircraft and **yet another** damned white airplane. I can hear Tweezer the Geezer snarling in the background "If you wanna build white airplanes, why not do an airliner?!!" For those of you who don't know, ever since my inner child wacked out from too much superglue paint fumes, Tweez has taken over as my inner curmudgeon - it's a real burden. But shoving Tweezer back into his box, let me return to additional kit news.

Amodel has also released a kit of the Spad A-2, that strange early WWI two seat fighter with a gunner's cupola mounted in front of its propeller. Amodel gives decals for one of the few French versions, which is curious, since the French had the good sense and bad ethics to sell most of them to the Tsar's desperate air service, which had no choice but to use them, even if the odd gunner-propeller configuration seemed to threaten frequent "Tatar tatarè". But we should be able to get some decent Russian decals from Blue Rider for this bizarre aircraft. The last 1/72 offering from prolific Amodel is the Sukhoi Su-15TM, jet interceptor. If you have a choice, get the VES kit instead, a very promising kit in spite of heavy riveting, almost certainly better than what Amodel will deliver. However, the VES Su-15 was never widely available, and is now almost as difficult to get as a grin from Putin. So most of you will have to settle for second best.

Finally one last zakuska, and an early alert. Squadron lists on their pre-order web page a coming release, the Siga 1/72 Beriev MBR-2bis flying boat. This was the main Soviet maritime aircraft during WWII, and the kit features a number of interesting paint schemes and decals. Judging by the preliminary

description, and by Siga's habit of re-releasing other companies' models, this is probably the MGD kit released a year or so back. If so, then we will be quite fortunate. The original kit is most attractive in the box, with very good looking decals, but was always as hard to get as a sober word from Dyadya Boris, and now is about as hard to find as an honest cop in Moscow. So when this Siga kit comes along, we may want to take advantage of our second chance.

Airline Chatter *by Terry Love*

Northwest Airlines took delivery of its 100th Airbus and the 30th A-319 on July 27. A-319s and A-320s are replacing all Boeing 727s.

Delta Airlines retired its last Lockheed L-1011 on July 31. It was in service for 28 years.

American Airlines will speed up their retirement of Boeing 727s. All will be gone by the end of the this year. They were originally scheduled to be retired at the end of 2003.

Japan Air Lines ordered three more Boeing 777-200ERs for \$525 million. They will replace on a one-for-one basis Douglas DC-10s, which will be retired. JAL also ordered 8 Boeing 777-200ERs and 3 Boeing 767-300ERs earlier this year.

Boeing boosted the production of their Boeing 737 production line to 28 per month in September. This is the highest rate ever for a commercial jet airliner. However it will probably be lowered as the aftermath from the World Trade Center slows down the passenger loads.

China Airlines ordered 36 Boeing 737-700s and Boeing 737-800s for \$2 Billion.

NWA took delivery of its 101st Airbus on Friday, August 10th. It is also the 71st Airbus A-320 in the NWA fleet. Midway Airlines filed for bankruptcy on August 14th. After the attack on the WTC, they ceased operations.

United Airlines had cut back about 20% of their scheduled flight and laid off about 20,000 employees.

Emery Airlines has been grounded by the FAA due to maintenance problems. Their fleet consists of eight Douglas DC-10s and 29 DOuglas DC-

8s.

American Airlines has also canceled about 20% of their flights, and laid off about 20,000 personnel.

NWA has also canceled about 20% of their flights, and laid off about 10,000 employees. NWA will also park all 31 Boeing 727-200s, quite a few Douglas DC-10s, and, for the first time ever, a few Douglas DC-9s. NWA laid off 2,800 flight attendants, 3,900 ground personnel, 940 mechanics, and 1003 pilots out of 6615 NWA pilots. Pilot breakdown of lay-offs are as follows:

- 150 retirements
- 30 October
- 7 December
- 263 January
- 100 February
- 100 March
- 100 April
- 100 May
- 100 June
- 100 July

America West will lay off 2,000 employees.

ATA will lay off 1,500 employees.

Continental Airlines will lay off 12,000 employees.

Delta Airlines will lay off 10,000 employees.

Frontier Airlines will lay off 440 employees.

KLM will lay off 3,000 employees.

National Airlines will lay off 300 employees.

U S Airways will lay off 11,000 employees.

Swissair, one of the oldest and best airlines in Europe, has quit flying - no money. They have 77 airliners in their fleet. They have over 10,000 employees. However, due to some financial investments in Swissair, they are slowing returning to a very limited service.

British Airways resumes SST Concorde service on November 7th. BA is now delaying the purchase of new airliners.

Sabena, the airline of Beligum, is also in deep financial trouble.

Boeing is forecasting some more airlines going bankrupt.

Ansett Airlines of Australia is also now bankrupt.

Ukraine admits that its missiles shot down a charter Israeli airliner over Russia. It was apparently an accident.

SAS lost an Douglas MD-80 at Milan

(Continued on page 8)

(Continued from page 7)

when a private aircraft taxied into the airliner in heavy fog.

Air Afrique has lost over half of its fleet of airliners due to bad debts. Lufthansa will institute a four day work week and other cuts in service to compensate for huge losses.

Air Canada has laid off over 1200 flight attendants already.

Rolls-Royce aircraft engines are laying off 3,500 employees as slump continues.

Northwest Airlines has operated under the same name longer than any other U S airline, and is the oldest continually certified airline in the U S. NWA was 75 years old on October 1.

Tigers Over China

By Steve Erickson

In spite of my reputation as a cynic, and my occasional sarcastic comment, well ok, my constant nit picking about the historical accuracy of a model or its paint job, I really just like to see things well done. Tom Tullis's new book, "Tigers over China" is very well done. Published by Eagle editions it is a study of the aircraft and markings used by the AVG.

It is obviously done for the modeling market as it is a photographic essay and color art work showing the progression of markings on different aircraft. It doesn't contain any history of the group or its men or their mission; he leaves that to other authors. Yet this is an important historical work nonetheless. Tullis went to the source, original photo archives and interviews with surviving group members to obtain his material. He explains miss matched paint jobs, different style shark mouths and even comes up with a Hawk 81 with British roundels on the top wing. This book is a good addition to any aviation library. Now how about a good 1/48th scale P-40B?

What's NOT On The Table!

By Frank Cuden

Have you ever gone to a meeting/model contest and noticed what's NOT on the table? For years, I have observed the multitude of Spitfires, Fw-190's, Mustangs, P-47's, etc. and, yes, even an occasional B-17. But what of the rest? When a new drooling, type of kit is released, it is received by us

modelers in grand fashion. I particularly remember AMT releasing their A-20 Havoc series, however to this day, I've yet to see one on the table. Granted, I'm not talking about the Nats, but just plain vanilla model meetings or shows. Think about it for a bit. When have you seen the AJ-1 Savage? Or the BT-13? Or how about AMT's P-36 or Monogram's old F28? Hasegawa's A-3 Skywarrior? At this point, I have come to the conclusion that each club or even Region of the US models in different fashion. Within TCAH, we have a variety of modelers, producing a variety of models. Abroad, the Czech's seem to go for 1/48th, everything-opened-up type of models. But these, too are limited to the run of the mill WW II fighters. Beautiful work but still what we always see. In other parts of the world, modelers model their country's military aircraft. Some UK modelers build everything from scratch or to the constant 1/72nd scale. Will we ever see a Hampden or Avro Anson on our table? I was surprised some time ago to see John Hanson from the Zumbro club produce the his award-winning Monogram Helldiver. I think you know what I mean by now. For some reason, certain models never are seen. I would suspect that several such kits are stored away in the "to be built someday" category. Currently I am building two such labeled kits just because I want to, plus the fact that I'm not getting any younger and am not banking on any model company producing them in the foreseeable future. I plan to keep you all guessing on which ones they are!

So the next time you're spending some time, deciding which kit to build, think about this article and give some thought to that kit you bought some time ago. Chances are, you can find some aftermarket stuff for it and John Roll will appreciate the business! As with all addicts, I must confess that the AMT 1/48th A-20 languishes in my kit pile under the basement stairway! Granted I'm not working on it now, but it'll have to wait until my current projects are completed. You know, I'm waiting for additional aftermarket stuff, then I have to get the right decals, then I have to choose the scheme, then I have to see if there are photos available, then I wonder if they used British Green or Olive Drab on the upper sur-

faces, then are the decal colors correct, then, did they have those funny green spots on the wing/tail leading edges, then some shots of the interior would be nice - gee, I wonder where I could get those.....ad infinitum! Is it any wonder we never see certain models on the table?

Touring Aviation's Attic

By Roger Gaulty

The Paul E. Garber Preservation, Restoration, and Storage Facility was once a swampy 25-acre tract of federal land near Suitland, Maryland. Over time, this swamp was developed into a complex of dozens of unremarkable buildings each known by its assigned number. The amazing thing about this drab setting is that in these buildings resides the world's largest collection of one-of-a-kind aviation artifacts. True to its name the facility preserves, stores, and restores aircraft for the Smithsonian Institution's National Air and Space Museum.

I wanted to visit the Garber facility for as long as I can remember. Many of the captured aircraft from the Second World War have been in storage since the late 40's. So many of these are machines that I am passionate about and have always wanted to see. I guess I am a pretty lucky guy—my best friend decided to get married in Maryland on June 9th, my annual vacation fell on the week of his wedding, and I have a wife who was willing to endure a long walking tour through warehouses that aren't air-conditioned just to look at a bunch of old airplanes. All that was left for me to do was make reservations for the tour and find the place.

Our tour started at ten sharp. I didn't want to be late and allowing myself plenty of time to get lost getting there, I arrived at 9:30! We were checked against the registry and directed to an office to await the start of the tour. The office is among several aircraft and artifacts. Being so close to some of the collection made it almost painful waiting for the tour to begin. The tour starts with a review of the rules—stay close to the guide (security is an issue), take lots of pictures, and use the restroom at the office because it is a long tour and there aren't any rest stops!

Wedge into the first building are several small, mostly civil aircraft. What grabbed me is that there are so many aircraft that you can't take them in at once. I soon found myself face to face with a BA-349 Natter and I was ecstatic! This plywood wonder of the Third Reich sits quietly amid more gentle aircraft. To the left is a Curtis Jenny and to its left the Pitcarin AC-35. I happily examined the Natter oblivious to the rest of the world. A couple of yards away is the forward fuselage of a Mitsubishi G4M-3 Betty. The history on this one is a little sad. When the museum's collection of aircraft was moved from O'Hare Field, the rear end and wings of the Betty were scrapped. There are other artifacts of note in this building—some military and some civilian in origin. I feel that I need to apologize for my military bias and my bias toward WW II. Please don't think badly of me for not mentioning the many rare and significant civil aircraft in the collection.

On our way to the next building, our guide informed us that several of the buildings were closed to the public due to the museum's preparations for the move to the new facility at Dulles Airport. Housed in these buildings are some of the very aircraft that I had come to see!! Imagine my disappointment learning that I wouldn't see the FW-190, TA-152, HE-219, and many more. What can you do but enjoy what there is to see, so I decided to stay with the tour. The restoration area was our next stop. As I walked in I was delighted to see a P-38-J undergoing clean up. This like many of the aircraft in storage will be going to Dulles when that building is finished. All these aircraft are slated for full restoration in the future but for the time being, they will be put in display condition. The P-38 is in its original war paint and was extensively dismantled. This made for some great video of the engine areas and other normally hidden details.

We had a fortunate encounter on our way to the next building. Another tour guide who had the keys to the whole place was on his way to the tire storage building. He invited our group to join him for a look at the tire storage facility. This may seem like a mundane part of the collection, but it was rather fascinating. Included in the collection of tires were the tires that were

on the Spirit of Saint Louis when it made landfall in France. Next to these was a pair of obviously WW II German aircraft tires. Their distinct brown color gave away the fact that they were synthetic rubber. I thought they might belong to the AR-234 so as the volunteer locked up the building I hung back to ask him. He couldn't remember off the top of his head, so we headed back into the building to check. Much to my surprise, they belong to the museum's Blohm and Voss BV-155B. Since this particular gentleman had spent much time working on the BV-155, he invited me to see it after my tour ended. Sometimes it is good to ask questions! This aircraft just happened to be next to the TA-152H and in the same building as the AR-234. More about that later.

Building 22 was the next building on the regular tour and was literally jam-packed with aircraft. One of the most notable of these are the B-17 D, "The Swoose". Like many of the aircraft in storage, it lies sans wings and other empennage, but is still a thrill to see. It is said to be the only surviving combat aircraft in service on both the opening and closing days of WW II. Across the aisle are the Go 229 flying wing and a ME-410 Hornisse. For fans of the Vietnam era, there is an A-1 H Skyraider, which served in both the USAF and South Vietnamese Air Force. The Convair XFY-1 Pogo practically rests atop a P-61, whose neighbor, a Nakajima "Jill", seems perfectly content to be next to the McDonnell F-4A Phantom II. This Phantom was a speed record setter and was one of the very first of the line. Standing guard in the corner is a Nakajima Kikka. This is the sole surviving example and wasn't one what completed. I believe the plan is to at least put engines on it for display. There are many more in this building, but the list is too long for this article.

In building 23, there is another mind-blowing array of aircraft. The ones that caught my interest here were the Curtiss XP-55 Ascender, the De Havilland Mosquito Mk 35, and a Westland Lysander. I was pleased to see an IL-2 Shturmovik, a Yokosuka "Frances", and a complete engine nacelle from an HE-177. There is a Sikorsky flying boat that survived the attack on Pearl Harbor as well as the hull/fuselage of a Felixstowe F-5L fly-

ing boat. The F5-L hull is actually a manufacturer's demo model, which is in skeleton form in order to show off its construction. From the FEDEX Falcon Jet to the mother ship used in the filming of "Close Encounters of the Third Kind", this building has something for everyone.

As I mentioned earlier, sometimes it pays to ask questions. The other volunteer I encountered earlier caught up to my group in building 23. He motioned for my wife and me to come with him. As much as I enjoyed the tour up to this point, the best was about to come! On our very next stop, I got to see and photograph one of my all time favorite aircraft, the TA-152 H. The aircraft in the collection is a TA-152 H-0, Green 4, formerly of JG-301. It is believed to have several Yak kills to its credit. It is in remarkable condition and like all aircraft in the collection, is slated for full restoration in the future. To see a wooden tail mated to what was a very modern fighter seems somewhat of an oxymoron. Sandwiched between the 152 and the wall, is the Blohm and Voss BV 155B, a high altitude project from late in the 3rd Reich. Winding our way around racks of airplane parts we then got a good look at the Arado AR-234. This aircraft is beautifully restored and looks ready to fly. Its wings are off for storage allowing a look at parts not usually seen. Nose-to-nose with the AR-234 is the recently restored Aichi M6 A1 Seiran. Like the 234, the Seiran looks like it is ready to attack the Panama Canal.

Also in this building is the HE-219, a P-40, parts of the JU-388 and a bewildering collection of aircraft parts. It looks like the full sized version of my spare parts box! The HE-219 is another one that gets me going. I was happy to get to see it, and even happier to get a good look at the cockpit. Sometime in its life, the canopy was damaged which is repairable, but allows access to the cockpit. Although some of the German radios were replaced with US compatible ones (for flight evaluation), most of the cockpit is there and in great shape. Now I may have to tackle the Tamiya kit.

Our next stop featured the restored "Enola Gay". The forward fuselage was restored several years ago and has been on display in the past. The

restored rear fuselage and wing are ready to be reunited with the front end as the new museum is completed. I couldn't help but be moved by being able to touch this aircraft. The significance of this aircraft was not lost on my spouse. Whenever I see a B-29, it reminds me that a mere 55 years after the end of WW II, I routinely fly missions from Saipan to Tokyo in a slightly more modern Boeing aircraft delivering people rather than incendiaries. What a difference a few years can make!

Next to the B-29 is the exquisitely restored fuselage of the Dornier DO-335. This aircraft is werk number 240 102 and is a DO-335 A-02. Dornier carried out the restoration in Germany. I was again thrilled to be able to see and photograph the cockpit of this unique aircraft. The fuselage of the museum's JU-388 lies nose-to-tail to the DO-335. Colonel Watson's group collected this aircraft at the end of the war. It is a JU-388 L-1, werk number 560 049. Because of the relatively difficult access to the cockpit, it is a very complete and original condition cockpit.

Our next-to-last stop on the tour featured the Smithsonian's FW-190 F8. This aircraft is well restored and is easily the finest example of the Focke-Wulf 190 line. Seeing it in person felt the same as it would encountering a favorite celebrity. Although it looks just like it does in all the books, there is nothing like being able to touch a part of history. Across the aisle were the museum's HE-162, F6F Hellcat, Feiseler Storch and P-51C. By now, our tour was approaching the five-hour mark and my very patient wife was reminding me that we had a long drive ahead of us. Reluctantly, I headed to the car still filled with awe of what I had just experienced.

If you want to take the tour at "Silver Hill", please call for reservations. Tours are given at 10 a.m. every day except Christmas. Additional tours are given at 1 p.m. on weekends. It is recommended that you call two weeks prior for reservations as the tour is given on a space available basis. Their phone number is (202) 357-1400.

Some personal recommendations: Bring as much film as you can fit in your car! I had one disposable camera and my digital video/still camera. I wish I had thought to bring more film as I quickly used up the digital memory and all my film. Video is great but it is easy to think you are getting too much when in reality you are never taking enough. Don't expect to see the whole collection. I was *extremely fortunate* to get an additional 3hour tour through some of the closed buildings. These buildings are closed so that the museum can house more of the collection as the aircraft are readied for display at the new building. Finally, if your spouse isn't as understanding as mine is, leave her at the hotel pool or at the National Art Gallery so that you can enjoy the tour to its fullest.

J-News

By Dave Pluth

After missing last month's newsletter, there's a lot of new and very cool stuff to report on the Japanese front.

First off, two new Model Art books are now available. First is #587, Kyofu, Shiden & Shiden-Kai. This is pretty much a standard fare Model Art and really is something of a reissue with some additional drawings. The drawings have however gotten much better and the detail work on them is much better researched. If you have the earlier volume, save your money (about 2300 yen or \$20), there's not enough new to justify the purchase for anyone but the most hardcore of Japanese fans.

The second new Model Art book is #595, IJN & IJA Night Fighters. This is a very nice volume, which does have some repeated information from earlier IJN and IJA fighter volumes. However, this is a very nice collection if you don't want to pick up multiple books on various topics covered. This book also sells for about 2300 yen. Both books have all Japanese text.

Two really surprising volumes that look to be great references come from Delta Publishing (this is of Japan, not the one in England). Weapons of Japanese Military #1 & #2. Volume 1 covers Japanese Army weapons and equipment, volume 2 covers Japanese Navy weapons and equipment. So what's the big deal about this? Well, here's a two volume set of books that

have photos of every type of tank, pistol, machine gun, horse, cart and aircraft that the Japanese used during the war. Beyond the section on aircraft, which is pretty much repeated from some other Delta books, all of the material available here is new. I highly recommend this two volume set (each book sells for 2300 yen) as an excellent general reference on Japanese equipment.

One book that I'm very excited about is the new book from Green Arrow Publishing in Japan on Japanese Navy Aircraft. Green Arrow is absolutely the best new publishing company around. Their books are well researched, their drawings are probably the best in the industry and their photos are well selected. Last year they published two books. One on Japanese Army aircraft and the other on Japanese X-planes, both volumes were superb. Previous to those volumes, they published a hard cover book on the Zero which is the definitive work on the Zero that has been published to this date. The Navy book is due out in November and if it follows form will contain many drawings and photos. The listed price is 2900 yen, but I promise, it will be worth it.

On the kit front, Hasegawa has announced that they will reissue their A6M8 Zero with the Jaguar resin parts in both 72nd (HSGSP246) and 48th scale (HSGSP247). The A6M8 was the "future" Zero that was being developed when the war ended. Only two of the prototype aircraft were produced (one remains in Japan on display and one in San Diego) by wars end. This aircraft features an upgraded Kinsei-62 engine which looks huge and awkward on the front of the Zero. Hasegawa will also begin shipping their Ki-43-II Oscar in November. Not much is known about this kit at this point in time. It may be a reissue of the old Fine Molds kit, which is a pretty nice kit, but not nearly up to the standard of Hasegawa's latest releases. Based on their Ki-43-I released a couple of months ago and the parts breakdown, I would guess that this is an all new mold. I would also guess that a -III version is not too far away.

That's about it for this month. If you have questions or comments drop me a note at dave@j-aircraft.com.

TWO HOLERS

By Merrill Anderson

Although in the game "Red Baron" single seat fighters predominate (and fighter pilots of every era would agree) it was the two seaters which did the work in W.W.I aviation. The basic activity of the airplane from the start of the war was observation, reconnaissance in depth of enemy forces. The value of the airplane was demonstrated in 1914, when the French, warned of German maneuver, were able to stop the German sweep toward Paris at the first battle of the Marne. The work of observation and recon were usually done by two seat aircraft, (especially after 1915, when single seat planes became dedicated to air to air combat). Photography also required two persons; flying the vast majority of early aircraft was a full time job, and the pilot could not operate the plane and a camera at the same time (it was done, but the results were not very good). In fact, early pilots for all the nations were considered chauffeurs, (and not generally commissioned), the observers were in command of the aircraft, and outranked the pilot.

As the war progressed, both sides developed specialized aircraft for different missions, but at first, many two seaters had to do whatever needed doing; the Sopwith 11/2 Strutter and the Roland C II, for instance, served as a fighters and bombers, as well as a recon machines during their initial service. Although some two seaters would act as escorts for their brothers throughout the war, several two seaters, (designed, perhaps, with that mission in mind) became serious air to air fighters, the British Bristol Fighter (F2B) and the German Hannover CL series, as examples. A number of two seat crews, on both sides, made ace scores; a few crews made "ace" in a single (thoroughly hair-raising) mission!

Reconnaissance and artillery spotting were basic missions throughout the war, but as it progressed, specialized missions emerged. Bombing, as a logical an extension of artillery bombardment, was attempted as early as 1914. Bombing, and dedicated bomber aircraft, developed throughout the war. There were two basic bomber types, day and night bombers. Gener-

ally the day bombers were light, relatively fast two seaters (although by 1916 almost all two seaters had provision for carrying at least a light load of bombs). The typical types were the British DH-4 and DH-9, and the French Salmson 2A2 and Bruguet 14. The Germans did not use the light day bomber as a specific type, relying on Rumpler and LVG recon machines when small targets were available, usually preferring the AEG G IV twin engine for tactical bombing. The large multi engine bombers were by 1917 too vulnerable to interception, and generally moved to night missions; the later Allied heavy bombers were *designed* as night bombers. The allied day bombing effort continued despite fairly high losses, especially when the British used the underpowered DH-9. The Germans, unable to sustain high losses, went to night bombing almost exclusively.

The second specialized mission was infantry contact where friendly aircraft would communicate, by various signals, with advanced ground units, who, due to ground action, were often cut off from contact with higher headquarters. The contact patrollers would often drop supplies and instructions to such units, as well as marking such units for friendly artillery, (like the man said, "Friendly fire *isn't!*"). Although such low and slow work was dangerous, it was vital.

The next mission was ground attack, or trench strafing. The allies generally used fighters (especially the Sopwith Camel) for this mission, but the Germans developed several specialized two seaters, (especially the armored 'J' types), for this work, and several CL types were designed primarily as ground attackers, and assigned to special units, (the Halberstadt CL II & IV being the principal types).

The final type of mission was high altitude photo reconnaissance. The Germans used variants of two seaters to do this, in 1916 and 1917, using the Albatros CV, eventually using specially equipped aircraft to fly higher and generally faster at high altitudes, than enemy fighters could manage. Late versions of the Rumpler C IV could reach 25,000 feet, and could at that altitude not only out pace, but out maneuver Allied fighters sent to intercept them. (And remember, most Allied fighters

did not have heat or Oxygen equipment, while the Rumplers did).

On the Table October

Tom Norrbohm

1/44th Mistel—Academy & Eduard

Dave Pluth

Work in progress

1/48th Hasegawa A6M2 Zero

1/72nd Fujimi "Claude"

Jim Kaltenhauser

1/72nd MPM F6/P-51

1/72nd Tamiya Spitfire Mk V.

Bernard Kugil

Work In Progress (and an Airbrush!)

1/48th Norwegian Hawk

Dan Post

1/100th Wing Gundam Zero Custom

Steve Rewey

1/48th Academy Minicraft P-38J (57th F/S, 20 FG)

Mike Rybak

1/72nd A6M2 Zero

Pete Legge

1/72nd Avro 504 Fuselage

We Need Your Help!

From the Editors

So, have you enjoyed the last two newsletters? Would you like to see a larger newsletter continue? Well, it won't happen without your help.

Now you're asking for 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 dpluth@j-aircraft.com.

Directions to the Club Meeting Location



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



612-571-9283

Mon-Fri 9-9
Sat 9-6
Sun 11-5



With the recent events, the Minnesota Air Guard Museum is closed to the public. With that, our meeting place has moved to the Oxboro Public Library in Bloomington. Here are the directions.

DIRECTIONS TO NEW MEETING PLACE:

Where: Oxboro Public Library, 8801 Portland Ave. So. in East Bloomington.

Time: 12:30PM. DO NOT SHOW UP BEFORE THEN!!! We must vacate room by 3PM!

If you are heading east on 494 from 35W, take the Portland Avenue exit and turn right onto Portland. If you are

heading west on 494 from Eagan/St. Paul, take the 12th Avenue/Portland Avenue exit. 12th Ave. is at top of ramp at light, continue straight ahead on frontage road to the next stop light at Portland Avenue, turn left onto Portland. Hwy 494 is approx. 78th St. and the Library is at 88th. Heading south on Portland you will pass a stop light at 86th St. You will pass a trailer park on your left, and take the next left at Bischoff Lane. The Library is on the southern boundary of the trailer park at 8801 Portland Ave. So. We are in the meeting room on the left when you enter the Library. Any questions on getting to the Library give Tom Norrbohm a call at 952-881-5763.

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.

Twin City Aero Historian
Attn: Jim Kaltenhauser
8219 Emerson Ave. S.
Bloomington, MN 55420

Return address requested