

The Aero Historian



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January 2002

New Meeting Place and Date!!!

Directions from Ken Hornby

The next TCAH meeting will be at 1:30 pm Saturday January 19th at Fleming Field in St. Paul. The theme for the month is "Heavies" *Heavy bombers, transports, etc.*

Directions to the South St. Paul Municipal Airport, a.k.a. **Fleming Field**:

Fleming Field is located in the southernmost extremity of the city of South St. Paul on the bluffs above the Mississippi River, south of Highway 494, west of Concord Street, and East of Highway 52. It is most easily accessed from Highway 494.

If coming from west Twin Cities on eastbound 494

- Exit at the 7th and 5th Ave exit (Exit No. 65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4 way Stop sign. This is South St. W. To your left front 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 St. W. and go approximately .6 miles. Along the way you will encounter three more Stop signs - the third Stop sign (Henry Ave) will be a "T" intersection. At the "T" intersection on your left will be private homes, on your right there will be 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 5th and 7th Ave exit (Exit No. 65)
- Turn left (South) on 5th Ave and go approximately .6 miles to a 4-way Stop sign. This is South St. W. To your left front there will be a small strip mall; to your right front there will be an Amoco gas station.

- Turn left (East) at the 4-way Stop onto South St. W. and go approximately .4 miles. Along the way you will encounter two more Stop signs - the second Stop sign (Henry Ave) will be a "T" intersection. At the "T" intersection on your left will be private homes, on your right there will be 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 a 40+ space parking lot in front. There is also more parking available to the left near the line of hangers across the street.

Because the streets you will be travelling on form inter-city boundaries between South St. Paul and Inver Grove Heights, it is not advisable to attempt to navigate by street names as the names change at the corners where you will be turning.

TCAH Banquet Registration

The annual TCAH banquet is February 23, 2003 at the Hilton Garden Inn (Eagan). Cost is \$25. Social hour will begin at 6 pm with dinner being served at 7 pm. **Registration deadline is February 9th.**

Choices	Number of Dinners
New York Strip Steak	_____
Chicken Marsala	_____
Total	_____

Both entrees include: Mixed green salad, choice of potato or rice pilaf seasonal vegetable, rolls and butter, coffee or iced tea.

Your Name: _____

Guest Name: _____

Return this form and your check (made out to Twin Cities Aerohistorians) to:

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

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TCAH Calendar & Events of Interest

(Note Dates and locations after January are to be determined as a meeting spot is still not nailed down)

January 19 (note change in date!) -
"Heavies" Heavy bombers, transports,
etc.

February TBD—"Red Torches", Sovi et
Jets

March TBD—"Coming out of the
Closet", Other hobby interest

April TBD- Club Contest (tentative)

May TBD—"Weekend Warriors". ANG
and Reserve Aircraft

June TBD—"Floats". Float planes and
amphibians

July TBD—"Olive Garden Specials".
Italian aircraft

August TBD- "P.O.Ws". Captured air-
craft

September TBD—"Flying billboards"
Commercial airliners October TBD

November TBD—Club Auction. No
Theme.

December TBD—"Linebacker II-30
year Anniversary". Vietnam era aircraft

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

From the President

By Steve Erickson

Well Happy New Year. Lets all hope
2002 will be better than the first year of
our new century. Not a lot in the works
but its important. Remember the meet-
ing will be on Sat. January 19, the third
Saturday at Fleming field in St. Paul.
See the news letter for directions. If
you show up on the second Sat. you'll
be in with the Civil Air Patrol. Keep
your eyes on the web site or news let-
ter for the February location. The ban-
quet is coming up in February, make
plans and sign up early and make it
easier for Dave, he and his wife have
done a lot of work on this. The Decem-
ber meeting was great lots of people
and lots of models. Lets have a good
attendance for January to check out
the new room. Hope to see you there.

TCAH Showcase

By Jim Kaltenhauser

The TCAH showcase at National
Hobby is looking sort of sparse. If any-
one is interested in having a model on
display, please bring it to the next
meeting and I will put in the case up
there for you. I will also be up at Na-
tional Hobby from 12PM to 1PM on
January 12, so if you would like to
bring in a model then, we can get the
model set up. If you have any ques-

tions feel free to give Jim Kaltenhauser
a call at 952-346-8460.

Minnesotans at Nationals

By Steve Erickson

Well better late than never, here's a
quick tally of how Minnesota did at the
IPMS National Convention in July. Af-
ter our failed bid for the 2003 nation-
als, most of the talk centered on the
obvious shortcomings of the selection
process, but lets not open old wounds.

We sent a lot of members down to
Chicago to support Ken, and they
brought a lot of models. TCAH kicked
butt down there so lets check our
score. Minnesota took home 27
awards, thats a lot for one State. I had
counted 22 at the awards banquet but
I missed some, this count is taken
from the latest IPMS Quarterly, so the
counts official. First on the list is **Mr.
Hustad**. Steve took 8 awards, two
1st's, four 2nd and two 3rd place
awards. Four for aircraft, 1 for armour,
and 3 for dioramas. Making him our
top gun. Also top heavy in the awards
category was **John Bernier** with 6. He
had two 2nd's and four 3rd place fin-
ishes. Three for aircraft and three for
figures. First time winners were **Dave
Heffernan** with a 1st place in vacu-
form aircraft and **Dave Pluth** with a
3rd in 1/48 aircraft. Nice going guys.
Steve Erickson brought home 3. One
1st and two 3rd place awards for air-
craft. Two former members and now
part time associates also did well.
John Valo our St. Cloud connection
took two 1st's for 1/48 aircraft. **Mike
Bedard** won with two 2nds and one
3rd in armour. Other Minnesotans who
did well include **Mark Egge** a member
of MPM I believe who took a 1st in
cars. **Curtis Knight** From the Zumbro
valley chapter in Rochester took two
3rd places one in tanks and one in
vacforms. So Minnesota did quite well,
and maybe its better we didn't get the
2003 convention cause if did this well
as hosts some one would say its was

Join the TCAH Mailing List!!

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

**General Meeting Minutes
December 8,2001
By Ken Sallman**

General:

- New Member: Mike Riggs
- Visitors: Joel Gregory (Pequot Lakes)
- Next Business Meeting will be at Pat Butler's house on either Friday, January 25 or Saturday, January 26. Pat will have directions at January's meeting.
- Next meeting will be held at Fleming Field on the third Saturday January 19. Directions in the December *Aerohistorian*

Old Business:

- Banquet will be held on February 23,2003 at the Hilton Garden Inn (Eagan).
- Menu will be selection between New York Steak or Chicken
- Room has been confirmed for 50 people. Reservations required by February 9. (See Dave Gawboy)
- German SIG will be held at Axel Kornfueher's house the first Friday in January

New Business:

- Ken Sallman is putting together (or trying to) a short presentation showing past events and members of TCAH over the last 35 years. If anyone has any photos/videos (VHS only) they would like to share, please call Ken at 763-753-3783.
- 2003 will mark the 100th anniversary of manned flight in a heavier than air machine. Ken Sallman has suggested that the club could use this event to create a display depicting the most influential aircraft in the last 100 years. The display could include models (any scale), photos, paintings and articles. We could set up club displays at Nordicon, IPMS Region 5 and National Conventions as well as local Libraries. If anyone is interested in contributing, please contact Ken. Because of the scope of this project, at least 10-15 people will be required. If less

than that number volunteer, the project will be dropped.

- Mark Krumrey announced another "mini-contest" for September. The theme will be the North American T-6 and derivatives. This will include all scales, aftermarket, etc. Only rule (other than it has to be a T-6 or derivative aircraft) is the model must be built within the year.
- Nominations were held for the various annual awards presented at the Banquet. The nominees are:

Modeler of the Year

**John Bernier
Dave Hefferman
Steve Hustad
Jim Kultenhauser
Dave Pluth
Dennis Strand
John Bernier**

Historian of the Year

**Mark Copeland
Jeff Freize
Terry Love
Dave Pluth**

Newsletter Article of the Year

**Jeffery Freize – "Albert Ball"
Dave Pluth – "Koga Zero"
Don Stauffer – "History of
Jet Engines"**

Corsair Contest:

Johanne Allert organized the December Corsair (F4U) Contest. This was a glove off, all scale, all aftermarket, all modifications allowed contest. The only rule was the model had to have been built in the last year. It was a spirited event and after the dust, blood and polystyrene had settled to the floor, the following winners were announced:

**First Place & Peoples Choice: Mike Rybak (Academy 1/72 F4U-1A)
Second Place: Ken Sallman (Hasegawa 1/48 F4U-5N)
Third Place: Dennis Strand (Tamiya 1/48 F4U-1D)**

Show and Tell:

TCAH enjoyed one the largest model tables in recent history. Along with the nine corsairs entered in the contest, there were 23 models displayed. The contributor and subjects are listed (in order of sign-up) below:

Ken Sallman	1/48 F4U-5N
Jim Kaltenhauser	1/72 F2G 1/72 F6 1/72 Spitfire
Mk V Bernie Kugel	1/48 F4U-1D 1/48 Norwegian Hawk 1/48 PZL P.
IIC Steve Hustad	1/72 Fredrichschafen G.IIIa-under construction
Bob Engelstad (Motorized)	1/32 F4U-1A
Mark Krumrey	1/48 AU-1
Dave Pluth "Koga I"	1/48 A6M2b
"Koga II"	1/48 A6M2b
"Koga III"	1/48 George
Steve Jantscher Oscar	1/48
Will Jantscher	1/200 C-47
Steve Rewey	1/48 F-104
Dennis Strand	1/48 F-4E
Frank Cuden	1/48 F4U-1D 1/48 P-63 1/48 Turbo
Mustang "Cavalier"	
Steve Erickson	1/48 Me 262
Ellis Nelson	1/48 F4U-4
Mike Rybak	1/72 F4U-1A
John Higgins marck	1/350 Bi-
John Stauffer roni Jet	? scale Cap-
	1/72 Heinkel
P.177	
Mike Riggs under construction	1/72 Corsair –



Member of the Year Voting

By Johannes Allert

(Editors note: In the last couple of years the last three winners of the Member of the Year Award were given the responsibility to choose the next member of the year. This year, our past three members of the year (Brent Theobald, Johannes Allert and Jim Kaltenhauser) decided that they would simply make nominations and allow the membership to vote on those options or for a candidate of the individuals choice. Represented below (in no particular order) are those nominees.

Ken Sallman - Up till recently, our TCAH Webmaster, Club Secretary, involved in Nordic Con's, Organized Minneapolis Library Display. Was the organizer, presenter and driving force to get our Club listed as host for the 2003 IPMS Nationals.

Steve Hustad - Great Modeler, Creator and organizer of the Nordic Con Event held for the past 3 years. Submitted articles for TCAH Newsletter and FSM.

Steve Jantscher - Former Newsletter Editor, Organizer of OOB Contest, Helped with Make & Take at Nordic Con, Great Modeler, Organized Displays at Libraries in southern metro.

Tom Norrbohm - Past and current Treasurer, Club Historian, Great Modeler, Submits articles to TCAH, was the driving force to find new location for TCAH.

Notes From The Treasury

By Patrick Butler

Wow, two years of being the money man sure went fast. Thank's for putting up with my oddball humor in the newsletter. My apology's to the editor for my chronically late reports. my gratitude for letting me continue to help run the club as vice-pres, I'll try to be of some use.

To everone who has yet to send in their dues, please send them to our new again treasurer :

Tom Norrbohm
Atten: TCAH
9936 Columbus Ave. S.
Bloomington, MN. 55420

Since I am hosting the next business meeting, those who plan on attending please let me know your preference, Friday night 1/25, or Saturday afternoon, 1/26. I will have maps at the next meeting.

Last but not least, the incoming administration should find \$5,579.77 in the club coffers to use as needed. T.T.F.N.

Web Site Of The Month

by Terry Love

1 - WWW.XS4ALL.NL

This is a World War II Web Site based on 12 O'Clock High. Good stuff here.

2 - WWW.USERS.VISA.NET

This is a World War II web site that is sub-titled Luftwaffe - 1946. It shows a lot of projected Luftwaffe aircraft and jets that might have been in service by 1946. Lots of great possibilities here.

3 - WWW.UNSERE-LUFTWAFFE.DE

Das Archiv der Deutschen Luftwaffe - That says it all! This is the web site of the German Luftwaffe archives. It is a very large site, so have plenty of time when you are surfing it!!

4 - WWW.STORMBIRDS.COM

This site is all about Luftwaffe archives and records references. Just about anything that you wanted to know about the Luftwaffe is here.

J-news January 2002

By Dave Pluth

Geez it's 2002 already! It hardly seems like it's been a year since we took over the newsletter! There's lots of good stuff to get to this month for the Japanese Aircraft enthusiast, so let's get going.

First off is the Imperial Japanese Navy Warplane Illustrated History by Green Arrow. I mentioned this book in an earlier column, but finally got my hands on one just before last months meeting. This volume is 260+ pages long with tremendous amounts of line drawings as well as many drawings of some lesser-known aircraft. The line drawings of aircraft are excellent, the regular drawings leave a bit to be desired as some look to be a bit disproportionate. There are also many drawings of aircraft sub-systems, engines, seats, seat attachment points

and rear wheel assemblies just to name a few. All in all this is a great book and well worth the 2600 yen price.

From the Osprey Aviation Elite series we have B-29 Hunters of the JAAF by Koji Takaki & Henry Sakaida. For those of you who think that Japanese aircraft are overall gray or green over Gray, this is a book you need to get. The B-29 hunters were among the most colorful aircraft of the Japanese during WWII. To put it simply, the illustrations in this book are tremendous! They will have you digging out that old Nichimo Nick kit in a heartbeat. This volume is filled with new photos and tons of great info. The presentation of this book is rather unique (I really wondered how they were going to pull this off based on the title), the authors break down the various operations as to the operations against different American bomber wings and phases of the war. A very interesting read and it is available from our own John Roll in the \$16-\$18 range.

The final book of the month is called Japanese Army/Navy Airplanes captured by US Forces (anyone wonder why this might be of interest?). This book contains all Japanese text and we haven't been able to identify the publisher as of yet. The book contains a couple of new photos, but most are standard US Government photos. It also contains a bunch of pages out of the Technical Air Intelligence Center manual from 1943/44. These pages contain performance data on the aircraft, but again, nothing that hasn't been published before.

On the model side of things this month, the new 1/48th Hasegawa Ki-43-II Oscar has hit the streets in the US. Also, Hasegawa has released a A6M5b Zero, it's the same kit as the A6M5c with a different wing gun configuration. Finally we have the Hasegawa B5N2 Type 97 (Kate) Bomber w/ Torpedo! Yup, after four releases they have finally hit what we all wanted, a Kate with a torpedo! I'll withhold the party until we get a chance to see what the torpedo looks like, but this is what we've all been waiting for.

For the 72nd scale guys this month we have the Fujimi E14Y "Glen being reissued with a catapult. This is a neat little kit and far better than the MPM

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lump of plastic that is also out in this scale. Fujimi also reissued their J1N1-R Type 2 Recon. "Rabaul Flying" Irving, and their E11A1 Type 98 Reconnaissance Seaplane "Tateya" (Laura). Considering the rumors of the demise of Fujimi, I'd say that these releases are a very good thing!

Free Russian SIGnals

By George Mellinger

I had planned to spend this column with news and thoughts about Russian camouflage, but more important matters interfered. Just when I was starting to get a taste for hearing that my Osprey book was a significant contribution, I receive *two* books restoring a sense of perspective, and reminding me what true significance actually is. This afternoon, I got my copy of *Attack of the Airacobras, Soviet aces, American P-39s & the Air War Against Germany*, by Dmitrii Loza, HSU, translated by Jim Gebhardt. I've been practically wetting myself awaiting this book. Colonel Loza was able to access unit records in the VVS archives, and interview at length one of the Hero pilots, and presents internal information not previously available. Never before have historians, either western or Russian, had access to this sort of material for Russian aviation history. From discussions with the translator, I know that a number of major mysteries are clarified in these 350 pages, and I can barely contain myself. But I will have to be patient.

The other book initially looked quite promising, but has turned out to be something of a disappointment. *Wings, Women & War, Soviet Airwomen in World War II Combat*, by Regina Pennington, attempts a comprehensive overview of the subject, including not only relating the experiences of the three women's regiments, but also that of the women who flew in primarily male units, as well as giving a lengthy discussion and interpretation. Dr. Pennington has used not only the previous works about these units, in English and Russian, but also previously unavailable archival documents and reports, and has interviewed many or most of the surviving unit veterans. With her background as an intelligence officer-

Russian specialist with the USAF and DIA, including time at Top Gun, a background she should have a serious edge for evaluating her material. Unfortunately, the result is of very uneven quality. The most impressive part of this book is its extensive appendices, which contain the (nearly) complete rosters for all three regiments, including non-flying personnel, and also the male members assigned to two of the units - individuals ordinarily excluded from the story the way women are *supposedly* excluded from "male history". Just compiling these lists of names is a significant feat, so it may be niggling, but I think she could have gone the last ten yards and included in her tables the individuals' wartime ranks and squadron affiliation within the regiment, the number of sorties flown when (often) known, date of death if applicable, and in the case of the fighter pilots and air gunners, the number of aerial victories credited.

Unfortunately, this book caters too much to the academic feminist. We never would have missed the trendy theories of feminist sociologists that repeatedly are invoked in the overview and evaluation chapters, nor the invocation of the (supposed) Sarmatian female warriors. Particularly as these controversial perspectives are offered as if they were established fact, instead of still controversial. This sometimes leads her into conclusions not well supported by the facts which she presents, and sometimes leads to overlook other points which might have been explored. In addition, she seems to have a spotty knowledge of the wartime VVS and its aircraft, and even makes a number of elementary and completely inexplicable translation errors. As an example, she translates "Pribaltiiskii Front" as "Trans-Baltic Front", when "pri" in Russian means near or close to "Za" is "trans", as any student well into first year should know. Elsewhere she misidentifies the 99 Guards Reconnaissance Air Regiment as the 99 Guards Reserve Air Regiment. She also thinks that the low wing UT-2 trainer was a biplane, like the Po-2, even though there is a photo of the aircraft in the book.

Pennington's general conclusions might be summarized as that the officers of the Soviet Air Force resisted formation of the women's regiments

and were slow to accept them out of traditional male prejudice, but eventually came to accept them, until after the war when they were disbanded at the first opportunity; that the women's regiments received no breaks, favors or special considerations; and that they performed just as well as the men's units. She dismisses the factor of desperation and pilot shortage in the Soviet decision to form the units, and discounts the factor of propaganda considerations. While never coming to a definitive judgment about why the units were formed, she seems to place the greatest importance on the role of Marina Raskova, the famous 1930s aviatrix, who had something of a cult in the USSR. Pennington's own evidence challenges these conclusions.

As she points out, there were a number of women already serving in male VVS regiments individually, even before the war, and some further women were integrated into those male units during the war. So why the need to form three regiments of women, all of them totally without military or combat experience, when they could have been integrated individually into established units, where they would have had the benefits of a leavening of combat veterans to mentor them? Obviously the important thing was not that women should serve like men, alongside men, but they should have their own segregated units. And if it was important for the women to serve together, apart from men, then why did they form three regiments of different types, which would operate independently of each other, instead of forming an entire division of a single type of regiment, which could operate together? A further clue is that two of the regiments, the 586 IAP with the Yak, and the 587 BAP with the Pe-2 bomber, had to accept the assignment of significant numbers of men. In fact, both regiments had to accept male commanders. The 586 IAP after their first commander was "kicked upstairs" after her regiment almost mutinied at her incompetence, and the 587 BAP after their commander, Marina Raskova was killed in a flying accident. The curious thing is that the women strongly resented the as-

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signment of men. In fact some of the male resistance can be ascribed to the scepticism of every combat veteran for any new, and untested recruit. The Georgian pilot Shalva Kiriya recounts how, after 139 combat sorties in the SB he was retrained as a fighter pilot, sent to a squadron commanders school, and dispatched to a frontline regiment. When the regiment commander introduced him to his squadron their response was "Ekh! What are we supposed to do - escort him or dogfight with the Messers? He a bomber!" (Kiriya ended the war as regiment commander, and a HSU with 31 victories). The women's regiments had no such excuse; it was purely the sort of gender resentment ascribed to men. It seems obvious that the prime motivations for formation of these regiments was ideology and propaganda, possibly given a push by the dynamic personality of Marina Raskova, who was personally friendly with Stalin.

Pennington argues against propaganda being a consideration, pointing out that little propaganda use was actually made of the women's units. However this may alternatively be explained by asserting that the units, in general, were not dramatically successful, even if this challenges one of Pennington's central claims. A relative lack of success might also explain why they were disbanded so quickly after the end of the war. In fact, the one regiment which was outstandingly successful was the 46 Guards NBAP, which flew the Po-2 night bomber biplanes. They were the only one of the three regiments to remain exclusively female. And this unit did receive some recognition, and great publicity post-war. Publicity to the extent that few realize that 110 such regiments were sent to the front, all but one of them composed of men. There was a good reason for this. The women's night bombers were one of only a dozen such regiments to earn the Guards distinction, and by all the limited information available, appear to have been the best of that small group.

The 587 BAP, ultimately was honored as the 125 Guards Regiment, and seems to have performed creditably, but no better than similar male regiments. A cynic might be tempted to speculate they might have received an

"affirmative action" Guards designation for average work.

The 586 IAP, the fighters, Pennington to the contrary, cannot be considered a success. Their record was 4419 sorties and 38 victories for the war. Their first commander, Major Tamara Kazarinova proved a dramatically incompetent commander, and had to be replaced by a man, but not before an entire squadron, consisting of the units most promising pilots (including the two aces, Litvyak and Budanova) had themselves transferred out. Pennington, tells us that the citation for "Guards" was submitted to higher headquarters, but was spiked for political reasons, including the vengefulness of their former commander, now at PVO headquarters. Whatever spite there might have been, it certainly was unnecessary to deny the 586 IAP a "Guards". That would have been pandering too much to swallow. Just consider the 43 IAP with 459 kills, the 4 IAP with 467 kills, or the 728 IAP with 550 kills, none of which became Guards. Nor was their lack of Guards status, and paucity of kills necessarily a factor of their assignment as an air defense fighter regiment. Though the PVO had fewer opportunities as a whole, and in fact a number of regiments probably never had a chance for a single victory, there were a number of PVO regiments which did become Guards. The best explanation is likely the combination of poor early leadership which saw Litvyak, Budanova, and other top pilots transfer out, and a basic feminine shortage of hunter-killer instinct in the remainder, a characteristic brightly on display when reading the reminiscences of any of the women with those of male fighter pilots. This is just an unfashionable truth. The aces Litvyak and Budanova, were exceptions, and all the more interesting and heroic for that reason. Pennington's coverage of Litvyak and Budanova is marked by a couple of major errors. When discussing why they served with the 9 Guards IAP, perhaps the most elite unit in the VVS, for only about three months, she says their departure in January 1943 was because the 9 GIAP was Transitioning to the P-39, and the women wanted to continue flying the Yak. The only trouble is, the 9 GIAP did not switch to the P-39 until August, eight months later,

nor, in any case is there any obvious reason why the women could not have transitioned to the cobra also. The 9 GIAP had a tradition of getting rid of pilots who did not score sufficiently during their first months, and it seems that Lilya and Katya were just two of a number of superior pilots not quite superior enough for the 9 GIAP. Pennington, also resuscitates the old story about Litvyak painting flowers on the side of her airplane, a myth with no evidence to support it.

Still, in spite of Pennington's misguided conclusions, she deserves credit for honestly presenting her data, and for making new information available, more than could be addressed in a short column. My advice for those interested in Russian aviation is "do not miss this book, but keep alert as you read it and do not accept everything as established.

Next month, a closer look at the newest P-39 book.

TCAH MEMORIES

by Tom Norrbohm

January 1977: Club hosted its one and only Open House. Members were encouraged to bring kits, books and the like to swap and sell. Approximately 70 'outsiders' showed up to participate. Ken Ring made the mistake of notifying the 'Community Events' section of the local newspaper about the meet and the Nardet Base was swamped and not to happy with the extra large crowd. What little doughnuts and coffee the club had for its members was gone in the first 15 minutes! Ken never lived this one down.

Program Committee was in need of monthly meeting themes. Dave Galbraith's article on the history of Northwest Airlines was published in the Journal of the American Aviation Historical Society. Ed Kueppers supplied movies to be viewed after the meeting. Guests in attendance were: Matt Wiedekerh, Balloonist; Axel Kornfuehrer, Periodical Exchange 'Germania'. New Members: Bob Lemm, Neil Fruit, Gary Kuhn and Mark Copeland.

Member Nick Waters reported on the status of his claim against the St. Paul School Board of Education to recover the value of 26 models of his stolen from a display at Humboldt School.

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The club Contest is on for March. Best in Show award trophy will not be presented unless participation justifies it - at least 40 models from 10 to 15 modelers. Borderline participation will be determined by the committee. Deadline for the TCAH Annual is October.

Club Officers: President- Len Peterson, Vice President- Dave Sandsness, Secretary- Ken Ring, Treasurer- Ken Johnson, Editor- Chuck Mayer.

German Luftwaffe SIG

TCAH's new German Luftwaffe SIG is off to a running start. Jeff Fries hosted the first meeting on Friday, October 5. John Roll, Bernie Kugel, and Axel attended and traded primarily World War 2 Luftwaffe stories. Jeff had some unpublished photos to show and Axel brought several new books he just got from Germany. Since Bernie is working on a Stuka model in Rudel's markings, we watched a video on German dive-bombers and ground attack planes (from the 8 volume Luftwaffe set).

Bernie Kugel hosted the second meeting on Friday, November 2. John and Axel showed up as well as guest David Huffmeyer. Bernie gave us a tour of his modeling area. We also watched a documentary on the Arado Ar-234 jet bomber on Bernie's large-screen TV. Once again, the discussions revolved around the World War 2 Luftwaffe.

The next meeting is planned for Friday, January 4 (first Friday) at Axel Kornfuehrer's house (call 952-933-6742 for directions). There will be no December meeting.

Ground Observers Corps

By Noel Allard

In 1953, my 8th grade year, a couple of us young people were invited to visit the Air Force, Air Defense Command Filter Center on Lake Street and Colfax Avenue in South Minneapolis. The Filter Center was in the old Buzza Building. I had very little knowledge of what the Filter Center represented, but that first visit opened my eyes.

I learned that it was a year-old facility of the Ground Observer's Corps, a corps of volunteers of all ages and occupations who observed the skies on the lookout for possible enemy

(Russian) bombers flying over Canada and the continental United States to drop nuclear weapons on us. That was the simple explanation. The idea was a good deal more complicated, but being a member of this far-out league entranced me and at 14 years of age, I was allowed to become a trainee at the Filter Center. Consequently, I began taking the streetcar from 50th and Bryant to Lake Street on Saturdays and Sundays through my 8th and 9th grade years to participate. Often, I worked into the evenings. My parents never said a word.

As the Air Force, Air Defense Command, Ground Observer's Corps, Aircraft Warning Services was structured, it consisted, in part, of a legion of observers on the ground, mostly farmers, electric co-op crew members, DNR officials, forest service workers and other people working out of doors throughout the provinces of Canada and Minnesota, as well as other northern U.S. States. The observers' jobs were to spot aircraft flying overhead. As there was no first line of warning radar in Northern Canada as there is today, the DEW Line (Distant Early Warning,) now, itself outdated, did not exist in the early 1950's as the "cold war" began. Citizens of this continent actually expected the Russians to come across the North Pole to bomb us at any time. A good set of eyes was our first defense.

The observers would jot down certain characteristics about the aircraft they spotted flying overhead and phone in the observation to the Filter Center, where plotters, such as myself, would place a marker on a huge grid table that represented a region of overhead air space. Once the marker was positioned, additional calls from other observers along the aircraft's path, calling in their reports, allowed a "track" to be established for the airplane. Air Force officers and civilian supervisors with access to airline schedules and a knowledge of regional airports and air routes would mark the aircraft as friendly or "unknown." An airliner flying a non-scheduled flight could be contacted by radio for identification through a phone line to Wold-Chamberlain Airport. Many aircraft flights in those days were routine Air Force training missions, flown by B-36 and B-47 bombers. The schedules for

these could also be checked by the Air Force officer in charge, and thus marked 'identified.'

If the aircraft could not be identified, P-51 Mustangs and later, F-89 Scorpion all-weather interceptors would be scrambled from Minneapolis to make a visual identification. Had the aircraft been a Russian bomber, it would have been attacked and shot down. There is a parallel to that situation today following the September 11th, 2001 attack on the World Trade Center.

As a plotter, I sat at a phone position around the big table, staring at the grid, chatting or perhaps drinking a Coke. There were a few of us youngsters, a few older men, but mostly ladies, probably housewives, who volunteered for the job. I wore a headset with a microphone and took a call when it came in to my position. I would answer "Air Defense, go ahead." The speaker on the other end would simply state, "**Aircraft Flash. One, multi, high, overhead, West, no delay, Peter, Peter 44, red.**" Then I would take a "pip," (a device about the size my little finger,) whose rotatable rings could be spun to those parameters and place it on the table.

'One' obviously signified the number of aircraft sighted, 'Multi' referred to the number of engines on the airplane, 'High' was for the altitude. A visual observer could distinguish between low, high, and very high. 'Overhead' referred to the location of the airplane relative to the observer. If the aircraft was not overhead, he would state, "12 East," for example, meaning 12 miles East of his position. Then he would give its direction of travel, 'West' and the time elapsed between his observation and his phone call, which was supposed to be either 'no delay' or '1 minute' or 'two minutes.' Longer than that was considered unreliable. The "Peter, Peter 44, red" was the grid location on the table. The rotatable rings on the 'pip' could be spun to cover any combination of parameters.

Once a second or third observation was made and the corresponding pips placed on the table, it was obvious that it was a track and not a local airport operation. The supervisor then placed another device on the track with little flags that conveyed further information, such as airline flight number, Air Force,

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etc.

This was very exciting stuff for a young lad and I eagerly took up my position each Saturday and Sunday. I was one of 675 volunteers at the Minneapolis Filter Center. Minnesota had by far the most observers on the ground, 849, compared to the next most numerous, 548 of Wisconsin. Minnesota had almost 39,000 volunteers in 1953, with the total U.S. Corps numbering 250,000. The plan was to eventually have 32 filter centers in 21 'border' States, manned 24 hours a day. The Corps was supported locally with a bi-weekly newsletter and nationally by a monthly newsletter. Open houses were held regularly to let the public see what was happening, and workers from one Center were welcomed to visit other Centers.

I eventually needed to quit the ranks when I entered 9th grade in the Fall of 1954. Studies required my time on Saturday. I was still highly interested. One of the most memorable moments was when we received a "flying Saucer" observation one evening. I recall the Air Force officer in charge alternately laughing and arguing with the observer. We put a little flag on the pip with the words 'flying saucer.' I still have my ID card and graduation wings. The GOC was disbanded in 1959 when DEW Line radars capable of much more accuracy than the ground observers were put on line.

Airline Chatter

By Terry Love

Aloha Airlines and Hawaiian Airlines have agreed to merge to become the sole airline in the Hawaiian Islands. The Swiss Government wants to create a new national airline in the ruins of Swissair. They plan to hire 9,000 employees. No name yet. The government wants to keep 26 airliners for long range flights, and 26 shorter route airliners for European flights. U S Air parked 106 airliners. They were Fokker 100s, Douglas MD-80s, and older Boeing 737s. United Airlines parked 75 older Boeing 727s and 24 older Boeing 737s. Delta Airlines parked an additional 60 airlines in excess of the old Boeing 727s and Boeing 737s announced before September 11. American Airlines parked 50 Boeing

727s, and ten Douglas DC-9s acquired from TWA.

America West Airlines lost \$31.7 million in the third quarter. Delta Airlines laid off 2,000 more employees.

Boeing is trying to sell the Boeing 767 as the new air-to-air refueling tanker for the U S Air Force.

Continental Airlines earned \$3 million in the third quarter of 2001. United Airlines lost \$1.16 Billion in the third quarter of 2001. Sun Country will retire all of their remaining Boeing 727-200s and fly only their seven Boeing 737-800s. Also they are dropping six coastal destinations, but keeping Florida, Las Vegas, and the Virgin Islands, and Mexico. These will be charters only, since they suspended all of their scheduled flights on December 7th, 2001. NWA is talking to Boeing about developing a long-haul, smaller capacity aircraft.

Emirates Airlines will purchase 58 Boeing and Airbus jets worth \$15 Billion. Emirates now has 36 airliners, but they want 100 by 2010. They serve 58 cities in 39 countries. The order is for 25 Boeing 777s valued at \$6.6 Billion, and 22 Airbus A-380s valued at \$7 Billion. Also ordered were 3 Airbus A-330s, worth \$415 million, and an option for 10 more A-380s. Trans-Atlantic service starts in 2003. Air Vietnam had purchased four Boeing 777s for \$680 million.

By the end of November, there were 1828 airliners parked in the desert Southwest. Many will never fly again. It is also a massive used plane lot full of great deals for cash-strapped airlines. A low time Boeing 727 goes for around \$500,000. Troubled airlines could park an additional 600 more airliners by Spring.

Boeing is keeping its Boeing 717 (Douglas DC-9) production line open. British Airways is considering laying off an additional 10,000 employees.

Technical Air Intelligence Units in World War II

By Dave Pluth

By now most of you have seen the odd models of captured Japanese Aircraft in US markings and wondered, what the heck? Hopefully this series of articles will help you to better understand who the people in the Intelli-

gence Units were and what they contributed to the war effort. In the first part of this series we'll talk about the units and their formation.

The capture of the Koga Zero was a major event in the early years of WWII. The US had captured and rebuilt one of the vaunted Zero and used the intelligence gathered from that aircraft to develop tactics (and aircraft) to more effectively fight the Japanese in the air. The exercise of rebuilding this captured aircraft proved the need for an organization to oversee the gathering of information and its dissemination among the various combat units in the Pacific Theatre.

With that in mind, a joint task force consisting of the US Army Air Corps, the US Navy, the Royal Navy and the RAF was formed. This unit would come to be known as the TAIU or the Technical Air Intelligence Unit.

This unit was initially assigned to Melbourne, Australia in 1942. This unit was known as the TAIU Southwest Pacific Area. The unit later moved to Eagle Farm near Brisbane as the hanger and runway facilities were far superior. Also, at that point in the war, Eagle Farm was further from the action and made for a bit safer environment.

Captain Frank McCoy, an intelligence officer for the 38th Bomb Group, was chosen to command the unit. McCoy and his people had gained fame previous to their arrival in the TAIU when they developed the naming conventions of Japanese Aircraft that would be used by US pilots throughout the war. Who could keep the Japanese designations of A6M2, B5N2, K5Y1 or Ki-48 straight in the head to combat? It was much simpler to remember "Zeke", "Kate", "Willow" and "Lily". The concept they came up with was a simple one. A male name denoted a fighter aircraft, a female name denoted a bomber aircraft and a tree name denoted a training aircraft. McCoy even named an aircraft after himself, the Ki-84 "Frank".

The TAIU Southwest Pacific Area would find and restore four aircraft, a Ki-43-I "Oscar", and Ki-43-II "Oscar", a A6M3 "Zeke" and Ki-61 "Tony" before being reassigned.

To build upon the success of the TAIU, the Allies decided to move the unit close to Washington DC and more importantly closer to the hub of intelli-

gence gathering for the Allied war effort in the Pacific. The TAIC or Technical Air Intelligence Center – NAS Anacostia was born.

The Captured Enemy Aircraft Division Unit (CEAU) was charged with various intelligence gathering duties. They received copies of all photos and reports pertaining to captured Japanese and German Aircraft. Built tables of performance data that would be distributed into the field as "TAIC Performance and Characteristics Manuals". These books would contain items such as maximum speeds, zones of fire, climb ratings, photos and drawings of enemy aircraft that pilots were likely to meet. This group was also responsible for drawings and diagrams including the silhouettes used for enemy plane recognition. This included manuals and ID models (not the horrible vacuum company) that would be used in pilot training. Finally they were responsible for overseeing the rebuilding and testing of captured Axis aircraft.

With the implementation of the center, the role of the TAIU field units changed as well. The Units were charged with the actual distribution of the information that was coming from Anacostia to the combat units in the field. They were also chartered with the evaluation of captured aircraft and related materials. Anything they thought was of value was to be packaged and shipped to Anacostia for further evaluation.

The real job of the TAIU field units became the photographing of enemy equipment before the souvenir hunters stripped an aircraft clean. This was a huge problem as is witnessed by this quote from a report on the rebuild of an A6M3 Model 32 Zeke. "This damage was caused chiefly by intensive aerial strafing, bombing, small arms and medium caliber ground gunfire, together with damage purposely inflicted by Japanese personnel and souvenir hunters." This was also witness by the need to place two armed marine guards around the Koga Zero at all times upon it's arrival in San Diego in early 1942. Guys were just crazy about getting a piece of aircraft to send or bring home.

These photographs would be used to help rebuild aircraft, to develop drawings and diagrams of aircraft that had not yet been evaluated by the group.

With the departure of the original TAIU group, it was decided that four field units would be formed.

ATAIU-SEA, Allied TAIU Southeast Asia. This unit flew with RAF markings and was based in Singapore. There are several very famous shots of dark green J2M3 "Jacks" with the big white ATAIU-SEA on the sides of the aircraft with the RAF roundel separating the ATAIU and the SEA.

TAIU Southwest Pacific Area. This unit was the original unit of the TAIU, and personnel of this unit were pulled back to Washington to form the TAIC. This unit was later reformed and transferred to Clark Field in early 1945 where it carried out extensive flight-testing of many aircraft varying from the J2M3 "Jack" to the Ki-45 "Nick" to the G4M2 Betty Bomber.

TAIU China. This unit only rebuilt and flew one aircraft. It was an A6M2 Zero, but it was kind of special. As this really was the "first" Zero that was ever captured. Being that they had little information to rebuild the aircraft and the fact that it was badly damaged from in back of the cowl to the cockpit from a crash, they ended up rebuilding it with vents behind the cowl. It is a rather unusual looking aircraft to say the least.



A6M2 China Zero Finished and ready for flight. (Lansdale Collection)

TAIU Pacific Ocean Area. These unlucky guys were the guys that scoured the captured islands of the Pacific for "War Prizes" to send back to the center. TAIU-POA was responsible for most of the aircraft aboard the USS Copahée, which brought back 14 captured aircraft to be evaluated in the US. There is no documentation that this group ever actually flew an aircraft of their own.

Ok, so now you know a bit about the units that discovered the aircraft, but

you are still thinking, "why did they take all the paint off?" Good question! It is indeed a question that there is no definitive answer too. There was no official directive or orders stating why this should be done. The best guess would be that they didn't want to get shot down by some eager patrol pilot or anti-aircraft gunner. Whatever color a Zero was, a case could be made for shooting it down. Now if the aircraft was say, completely unpainted (natural metal) with standard blue and white stars and bars and a red, white and blue tail it would be a tough case for an over anxious pilot to prove that he "mistakenly" shot this aircraft down. It could also be as simple as these aircraft looked better this way. You decide which answer you like best and I'll back you all the way.

All I know is that there is something special about these aircraft and the secrets they gave us. In the next installment we'll talk about some of the aircraft that were captured and rebuilt by these units.

This was omitted from last months newsletter

(Editors note: This is the final paragraph of Terry Love's article US Reconnaissance Aircraft in Vietnam Part I. My apologies to Terry for the omission. Part II will appear in the February issue of the Aerohistorian.)

Today's Army SEMA aircraft are mostly developments of the systems used in Vietnam. For example, the present day GUARDRAIL I, II, III, IV, V, etc. are all derived from the RU-21 LEFT FOOT equipment. Presently, RC-12 aircraft are being used. These are upgraded and larger aircraft in the U-21/C-12 series of aircraft built by Beech. Also today, there are a few EH-1 and EH-60 helicopters operating various QUICK FIX systems. Due to advancements of computers and electronic equipment in the last few years, the current capability of Army reconnaissance aircraft are many times more capable, faster, and more compact and efficient than the systems mentioned above.





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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.

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