

The Aero Historian



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September 2004



Photo by Doug Longenecker, *the 9 11 Photo Archive*

Everyone Remembers...

By Rick Verner

Everyone remembers where they were the moment of major historical events. Where were you when you heard JFK was shot, or when you watched Neil Armstrong step onto the moon?

When America was attacked on September 11th I was at Flight Level 310, forty miles southwest of Richmond, Virginia..

I love what I do for a living and I'm lucky enough to fly for a major airline. I was a first officer on the Boeing 727 at the time. We were on the first leg of a four day trip starting out from Atlanta and heading to Baltimore, Maryland. Up until Richmond, everything was going smoothly.

As we approached Richmond, the controllers for Washington Center began diverting all New York traffic. That isn't necessary odd. The Northeast is a tangled web of airspace and one lone thunderstorm can clog the flow.

The airspace around the country is chopped up into sections. As planes progress across the country they are handed off from one controller to another both electronically at the Federal Aviation Administration and verbally through the radio in the cockpit. Pilots check in and exit frequencies and sectors frequently.

By the urgency in the controllers' voices things were not going well for Washington Center. When they are busy it can sound like a farm

auction.

As we listened to the controllers try to unravel the New York mess an American Airlines pilot stated "We have heard a plane has hit the World Trade Center."

"Yes, an aircraft has hit the World Trade Center." Washington replied. "Nobody's going to New York today."

The captain and I looked at each other. Certainly it must be some terrible general aviation accident. Pilots are human and fallible but an aircrew taking a plane into a building is unthinkable.

A few minutes later the American Airlines pilot was on again. "Can you confirm TWO aircraft have hit the Towers?"

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TCAH Officers

President, Ken Hornby
651-552-0888
Vice-President, Steve Macey
651-735-4334
Secretary, John Dunphy
952-758-6519
Treasurer, Tom Norrbohm
612-881-5763
Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

George Mellinger
(stogramov@earthlink.net)
5212 West 47 Street, Apt. 2
Sioux Falls, SD 57106
H:605-362-5603

Distribution Editor

Jim Kaltenhauser
8219 Emerson Ave. S.
Bloomington, MN 55420
952-346-8460
kaltenhauser@yahoo.com

Newsletter Photographer
Steve Jantscher

Send articles to:

Via E-mail: stogramov@earthlink.net

Via Snail-mail:

George Mellinger
Attn: TCAH Newsletter
5212 W. 47 Street, Apt.2
Sioux Falls, SD 57106

Send Change of address notice to:

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

TCAH This Month

The monthly meeting will be held Saturday September 11 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month we commemorate the events of three years ago, by featuring Aircraft of the War on Terror. We also have a guest speaker.

General Meeting Minutes

August 14, 2004
by John Dunphy

Meeting called to order at 1:30 pm. Old Business:
Club Photos still available. Please see Steve Jantscher if interested.
Web Site & Club Domain - Frank Cuden & John Roll will contact Ken Sallman to pass on information regarding renewal of website & domain.

Former member, Terry Breyers was a TCAH member from 1967-70. He has contacted the club with renewed interest.

Fleming Airfield Association- TCAH mentioned in newsletter thanking us for our renovation of the Fleming Display.

Club Elections - Time to throw your hat in the ring. Anyone interested in running for office, now's the time to run. Elections will be held in November. Help is also needed in maintaining the website as well as helping with the newsletter.
NORDICON 2005 - Johannes Allert & Steve Macy to provide info in next month's newsletter and give a presentation at September meeting.
Members to vote on having a "Nordicon '05" at the Sept. meeting.
DC-7 at Holman Field - Aircraft was flown out of Holman Field (St. Paul) to Miami, FL for continued restoration.

Sept 11 Osceola Book Sale - Annual event to be held on Saturday 11 Sept. Same day as club meeting.
Hangar Dance 18 Sept - CAF Fleming Field.

IPMS News - IPMS Nats in Phoenix, AZ was a success. Next year's event to be held in Atlanta, GA.
Kansas City, KS won the bid for 2006. TCAH award was for A/C Jet small scale. Reg 5 IPMS Quad Cities 2005 May. Fargo Airshow - 17-21 August A6M2 Zero to be flown.
Mark Krumrey - Deployed with the Marines to Horn of Africa for 1 year.
Frank Cuden conducted show-n-tell.

Congrats to the 1,2 and 3rd place winners of the "Campaign Contest" (Guadalcanal).

Meeting adjourned at 3pm.

Business Meeting

August 14, 2004

Business Meeting held following the General Meeting. Major discussion centered around Nordicon and a venue site. Concerns over having enough room, cost risk factors, involvement & scheduling. Johannes Allert & Steve Macy to provide a small blurb in next months newsletter followed by a short presentation and club vote to go ahead with contest in 2005. Membership involvement - Getting new members involved with TCAH. Provide more detail as to what's involved in running for various club officer positions as well as Newsletter Editor & Webmaster. Business meeting adjourned at 410pm

Treasurer's Report

August 2004

by Tom Norrbohm

Well it's that time of year again..... renewals! From September to December 31st, you can renew your dues in person or by mail. Dues are \$20, and if you wish to mail them to me, make the check payable to TCAH and mail to: Tom Norrbohm, 9936 Columbus Ave. So., Bloomington, MN 55420. We still have money in the amount of \$5580.78.

TCAH Calendar

October - TCAH salutes the United States Marine Corps.

November - Club election & auction
No theme.

December - Campaign Theme - Eastern/Russian Front.

January '05 - P-40 Allert Challenge contest, plus other stuff TBD.



Guadalcanal Contest

By Steve Macey

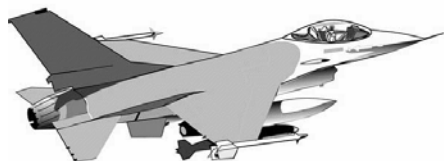
The mini-theme contest featuring the Guadalcanal Campaign was held at the monthly meeting on 14 August 2004. There were seven models entered by five entrants. Dennis Strand's 1/48 P-38H placed first; Steve Erickson's 1/48 F4R-4 second; and Fletcher Warren's 1/350 USS Kidd third. Congratulations to all!

On The Show Table

August 2004

Aircraft

Frank Cuden		
1/72	X-25JSF	
John Dunphy		
Hasegawa 1/32	FW-190	
Steve Hustad		
Special Hobby 1/72	Ju-388L-1	
Jim Kaltenhauser		
DML 1/72	P-61A	
Hasegawa 1/72	FW-190A-7	
Tamiya /72	Bf-109	
Tamiya 1/72	P-47D	
George Mellinger		
Toko 1/72	LaGG-3 Series 1	
Toko 1/72	LaGG-3 Series 4	
Toko 1/72	LaGG-3 Series 11	
Roden 1/72	LaGG-3 Series 35	
Cooperativa 1/72	La-5	
Italeri	La-5F	
ICM 1/27	Yak-9	
AModel 1/72	Yak-9U	
TomNorrbohm		
Hasegawa 1/32	Bf-109G-10	
Miike Ronnie		
	F4F	
	A6M2 Zero	
	A6M2N Rufe	
Luther Warren		
	AH-24	
	Stealth Fighter	
Fletcher Warren		
Revell 1/72	Nieuport N.17	
Armor		
Johan Allert		
Revell 1/72	Tiger I	
DML 1/72	Tiger I	



From the President

by Ken Hornby

The lazy days of Summer are coming to an end and with Fall approaching we enter into the "modeling season". Excuses not to build something in the coming months are dubious since at our August meeting we were able to welcome back John Roll and Roll Models. Our theme this month is the War on Terror, so dig out the modern hardware, be it military or civilian.

Congratulations to Dennis Strand, winner of last month's Guadalcanal Campaign Contest. For his efforts, Dennis garnered the highly coveted \$10.00 gift certificate to Hub Hobby. The next Campaign Contest will be in December and the theme is "Eastern Front". George Mellinger is drooling already – although I'm not sure the contest theme is the sole cause. I must say I was discouraged by the number (but not the quality) of models entered for the Guadalcanal contest. I put it down to the slow building Summer months, but if we don't see a better turn-out in December we will probably drop the "campaign contest" idea next year.

At last month's meeting we discussed some of the pros and cons of holding a NordiCon event next year. There should be a fuller account of background information from the contest chairmen elsewhere in this newsletter. Basically what it boils down to is that hotel venues like we've had in the past have priced TCAH out of the market. Unless we hold an IPMS regional (or national) contest, they're just too expensive to consider.

Therefore, our plan is to hold the event at the airport terminal building where we now meet. For full use of the building for the entire day, TCAH will pay nothing. The airport's manager and association fully support our efforts. We will be taking a formal vote this month on whether to definitely go ahead with a NordiCon in September of 2005. If you vote "yes" I hope you will consider helping the organizers with some aspect of making this one day contest a success.

Another item that is coming up soon is club elections in November. We will be taking nominations for all four officer positions starting this month and again in October. In September, each of the TCAH officers will give a brief, informal description of their duties and be available for questions from the general membership.

Also coming in November is our annual TCAH club auction. You might as well admit it; you'll never build every model in your hoard. Give someone else a shot at finishing it – or adding it to their own shelf of doom.

I also wanted to remind everyone that Zenith Motorbooks is having their "Wings and Wheels" sale Saturday, September 11th, the same day as our meeting.

And finally, thanks are again owed to Noel Allard as we will once again have a speaker this month, Mr. Neil Wingert. Neil crewed P-3 Orion aircraft in the 1970's and '80's.

Contest Calendar

9-11-04	IPMS-Will-Cook The SHOW X Millenium Cafetorium 18211 Aberdeen Street Homewood, IL Contact: Ed Mate 815-478-4432 obviouschoice@juno.com
9-25-04	IPMS Fort Crook Mid-America Center One Arian Way Council Bluffs, IA Theme: Good Morning Vietnam Contact: Mike Cavel 402-496-9669 mcavel@tconl.com
10-9-04	IPMS Des Moines Hawkeye I CON 04 Northwest Community Center 5110 Franklin Ave. Des Moines IA Contact: K. Long kalong41@aol.com
10-23-04	IPMS Glue Crew Park Inn Conference Center 2101 N. Mountain Road Wausau, WI Contact: Joe Drew jdrew@dwave.net
11-13-04	IPMS Butch O'Hare 22nd Annual Lakeview Junior High School 701 Plainfield Road Darien, IL 60516 Contact: John Wendt jwendtoo1@aol.com

September Guest Speaker

By Noel Allard

Guest speaker for the September meeting will be Neil Wingert. Neil flew as a Naval Flight Officer in P-3A and P-3B aircraft with VP-6 from Barbers Point, Hawaii from 1973 to 1976 and with VP-91 in P-3B aircraft from 1982 through 1987 out of Moffett Field, CA. He remained in the Naval Reserve until retirement in 1999. Neil will give us an idea of what life is like aboard the Orion and what a typical mission profile was like.

Display Case Swwitchout

by Steve Macey

It's about time to replace the models in the display case with some new ones. If you are willing to put a model in the case, bring it with you to the September meeting. If you already have a model on display, be prepared to take it home. Thanks.

Nordic Con 2005

by Johannes Allert & Steve Macy

After a one year absence, members of TCAH have expressed interest in reviving "Nordic Con". We have heard from fellow club members as well as modelers from other clubs. We have decided to step forward and volunteer to lead the effort to host NORDICON - tentatively set for Sept.2005.

CONS - After viewing 3 hotels (Thunderbird, Radisson Roseville, and Millennium Mpls) as well as the Roseville Community Center we encountered the following obstacles. A.) Money - Costs ranged from \$3000 - \$5000 for a 1 day event. Granted, we have plenty of money now, but we view Nordicon as a long term event. We could afford to potentially lose \$2000 - \$3000 this year, but not in the coming years. Hosting it at a hotel would not be sustainable. B.) Scheduling and location - Weddings, Hockey, etc.. all take priority with the venues over a one day contest that might attract 150-200 persons. Roseville Community Cen-

ter did not have adequate lighting, and its location was out of the way.

PROS- Based on the risk, we decided not to proceed further with those venue sites. On the up side, we were offered the space at our own meeting site (Fleming Field) for free. The major costs involved would be for Trophies, Tables, and advertising. We estimate those costs to be roughly \$2000, plus \$200-500 for tables. We will maintain the quality of the trophies that we've had in the past. Space is the biggest problem, but we believe that with a little effort and scheduling, we can make it a fun event. We plan to manage crowd control through style of judging (AAMPS Style), as well as provide area maps showing restaurants, Mall of America, CAF. Steve Erickson has already offered to contact Wipair to give presentation and tour of facility. The Commemorative Air Force is just two hangars down. We plan to inform them of our event and we will direct participants down to their hangar to take a tour on their own. We estimate that we will at least break even, and have approximate draw 150- 200 models entered. We will rely heavily on membership involvement to help with set up, take down and other duties needed to help make this event happen. Let us know next month if this is something you want the club to do.

(Remembers...Continued from page 1)

The controller was silent for a moment.

"Yes, were are under attack. We are instituting the big bang plan." During private ground school in the early 80's I was never told what the "big bang" plan was, just that there is a plan should aircraft need to be mobilized or moved in the event of a nuclear attack. Realizing that something profound was happening, I looked down at the dusty, well-worn floor of the 727 and said a quiet prayer for all those involved.

From the controllers perspective this was a tragic and historic event. Thousands of aircraft in the air need to be on the ground now.

The controller started sending airplanes to any nearby safe airport.

He was too busy to talk to us as we flew our flight plan route to Baltimore. Forty miles out of Baltimore we knew we should be talking to Baltimore approach so we looked up the frequency and changed on our own. The auctioneers had bigger problems.

Once with Baltimore Approach control, were given a quick clearance to land and immediately taxied to the gate.

As all this was unfolding in the air we decided as a crew not to tell the passengers until we were on the ground. We didn't have enough facts; and as always our job was to fly the plane.

Once all the passengers were off the aircraft, we went into the terminal just as coverage of the Pentagon crash was broadcast. The Baltimore airport is just a few air miles from the Pentagon.

I needed to tell my family I was okay.

All the phones were being used or jammed but a gate agent loaned me a cell phone and I left a message for my wife. Details would come later, we all needed to evacuate the airport.

Another aircraft was unaccounted for and the police were clearing the building. We weren't going anywhere soon.

We decided to get hotel rooms while we could. We got as much cash as we could from the cash machine and went to a hotel near the airport.

We were lucky to get rooms. With no air travel, rooms were booking fast. Eventually the communication lines started opening up and we got through to our company. Like everyone traveling that day, we ended up waiting three days. We'd meet for dinner, share what little we knew with other stranded travelers and flight crews. The captain and I had time to figure out there was probably 20-30 minutes between when we flew through Baltimore approach's airspace and when the terrorist's aircraft flew through the same airspace.

We'd also sit on the benches outside our hotel looking up in the sky to see if anybody else was flying,

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Charles P. "Chuck" Doyle

By Terry Love
Conclusion

In 2004, Doyle has over 33,000 flight hours, and has never had an accident. (He really does not know how many hours that he has, for sure. Because in the early years, he was more interested in flying and girls than in record-keeping.) Some of the aircraft that he has owned and flown over the years include a Stitts Playboy, three Beech Staggerwings, two Cessna Bobcats, several Waco UPF-7s, an Ercoupe, North American Navion, Piper Super Cub, a Twin Beech 18, F8F Bearcat, BT-13, H-34 helicopter, C-118 (DC-6), Cassutt racer, a Smith miniplane, and others that he says he has forgotten about. He owned a Republic SeaBee that he called "the fastest speedboat on the lake, and occasionally it flew!" Once, he owned 13 airplanes at the same time! Doyle, and Harry McKee (another Northwest Airlines pilot), and with help from famed Alaska bush pilot Noel Wein, rescued a 1929 Hamilton metalplane from the Alaska wilds. Hamilton NC879H was fully restored in 1976 in early 1930s Northwest Airlines markings, and is now located at Fleming Field, South St. Paul, Minnesota.

Doyle donated a replica of a 1910 Curtiss Pusher to the Minnesota Air Museum. This plane was flown in the 1965 movie known as "The Great Race" - starring Tony Curtis. Presently that airplane is hanging above Gate 9 at the Minneapolis-St. Paul International Airport. The mannekin pilot is dressed in canvas "johdpur" pants and leather boots that Doyle wore when he was barnstorming in the 1930s. It is quite an impressive display, and if you are ever passing through Minneapolis/St. Paul International Airport, it is well worth your time to visit Gate 9.

Doyle had always loved the Curtiss because Glen Curtiss made the first airplane flight in Minnesota in 1910 at the Minnesota State Fair during an exhibition that saw both the Wright Brothers and Curtiss representatives on hand. Doyle brought the Curtiss to the Minneapolis airport for a commemorative

flight after its movie career was over. A very rare occurrence happened. The airport authority shut down this busy major international airport for one hour on the morning of June 16, 1986, so the Curtiss could land, takeoff and taxi. Northwest Airlines was taking plenty of publicity photographs. Some of these photographs made the front page of various newspapers. Shutting down an international airport for this type of event would probably never occur today.

Doyle has always loved things mechanical. Airplanes - for sure, but with lots of hanger space available, Doyle also has fun with cars, and motorcycles. He has restored dozens over the years. Doyle has owned a Model A Ford, many Corvettes, a type 35 Bugatti, eight Cadillacs, a pair of Austin Healeys, three MGTDs, two Allards, two midget racers, and two sprint cars that are now at Harrah's car collection. Doyle wanted to race the sprint cars, but Northwest Airlines would not let him, so he hired Tony Bettenhausen to race these Offenhauser-powered cars. Tony was later killed racing at Indianapolis. Presently Doyle drives a Chrysler mini-van that is named "Chuck Wagon!"

In the 1960s, Doyle began an association with the United States Air Force Museum at Wright-Patterson AFB near Dayton, Ohio. One of the airplanes that Doyle acquired over the years was the first North American A-36 Apache, the dive-bombing version of the P-51A Mustang. Very few were built. It is 42-83665, the first production P-51 of over 15,000 built. After being flight tested by North American Aviation pilots and Air Corps service pilots test flew it at Dayton, Ohio, the aircraft was bailed to the Sperry Company in Minneapolis for gyroscope testing. When that was done, Doyle obtained the aircraft, along with two other A-36s. After many years of flying, Doyle traded 83665 to the Air Force Museum in 1974. It is the only known remaining A-36.

Doyle also owned a couple of Curtiss P-40Es. One of them is now on display at the Air Force Museum in beautiful markings of Flying Ti-

gers fame. One of the P-40s Doyle obtained from Frank Tallman in LaPorte, Indiana. Doyle bought it for \$500 in December of 1958. The P-40E on display at the AFM is actually serial number AK987. Doyle enjoyed flying the P-40 better than flying the P-51. The other P-40 that Doyle owned was sold to Bob Pond. It was Bob's first warbird aircraft. He now runs Planes Of Fame West in Palm Springs, California.

Doyle is the only person to have owned three aircraft that were later on display at the USAF Museum. These three aircraft are worth several million dollars. He also demonstrated foresight when he preserved the first "Bowlus Baby" sailplane. This is the sailplane that Anne Morrow Lindbergh learned to fly in, being taught by her husband, Charles Lindbergh. It is presently in the Garber Facility at Silver Hills, Maryland, and is part of the National Air And Space Museum's collection.

Throughout Doyle's lifetime in aviation, he has known a lot of famous people, and can count as friends people like Jimmy Doolittle (Doyle participated in the fly over at Arlington National Cemetery during the funeral of his friend and fellow P-35 pilot), Charles Lindbergh, the AFM's Royal Frey, and most aviation dignitaries of the day.

Doyle is most proud of his induction into various aviation Halls of Fame. They include the Minnesota Aviation Hall Of Fame (along with other famous Charleses - Charles Lindbergh, and Charles "Speed" Holman), EAA Warbird Hall of Fame, P-51 Pilots Association Hall Of Fame, the OX-5 Aviation Pioneers Hall of Fame, and he is a candidate for induction to the National Aviation Hall of Fame. Chuck has also spent a lot of his time giving talks on aviation to Boy Scouts, and other groups. With the stark white flattop hair that he has had for most of his life, he is easily recognizable.

Doyle has always supported the Minnesota Air National Guard Museum. The Air Guard had a world-class famous aircraft museum located on the Air Guard Base on the north side of the Minneapolis-St.

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(Chuck Doyle Continued from page 5)
Paul International Airport. The September 11, 2001 terrorist attacks on the World Trade Center Towers, forced the closure of the museum since it was actually located on the base. Doyle donated one of his four hangers at Fleming Field in South St. Paul, Minnesota, free of charge, to the museum, to help them with the restoration of a Curtiss JN-4 Jenny that the museum is in the process of building.

Doyle's hangers are a veritable aviation museum in their own right! Literally thousands of photographs, awards, plaques, diplomas, signs, etc. abound. Every one has a story. For example, in the early 1930s, Hanford Airlines flew into Wold/Chamberlain field where Doyle hung out. Hanford had a Lockheed Vega, which they purchased from Wylie Post. It was the original "Winnie Mae" Vega. The one in the Smithsonian is actually the second "Winnie Mae." The fellow in the Hanford prop shop condemned the prop and Doyle helped pull it off, so he bought it! Hanford Airlines later became Mid Continent Airlines, which later became Braniff Airlines.

On June 11, 2002, a special event happened in Doyle's life that again put him on the front pages of the newspapers, only this time it was not some aviation feat, or daredevil activity, or flying event. Doyle went back to Washburn High School where he had been dismissed and graduated with the class of 2002, sixty-eight years later. Chuck Doyle is not only an aviation living legend - he is an icon!!

(Remembers....Continued from page 4)
hoping for a sign that we could leave.
Eventually the call came. They needed the aircraft back in Atlanta. We quickly packed our dirty clothes and headed to the airport.
Airports in the weeks after the attacks were like Western ghost towns. Buildings that are usually swimming with people were empty. Even the restaurants weren't staffed. We completed our preflight checks and called ground control for our clearance.

As we taxied out for takeoff the ground controller said "Be advised, you will be escorted by an F-16 until you are 40 miles from the Washington area."

Aircraft only get "escorted" when they've wandered into prohibited airspace. In this case the F-16 was there to make sure we were not a threat and heading in the right direction. Realizing the F-16 would certainly be armed and monitoring any wrong turn, I did the best job of my career keeping the navigation needle centered.

When we arrived in Atlanta the airport was packed with planes and void of people. Almost every gate was occupied but there was hardly a soul to be found on the ramp. Eventually we found a gate, said our goodbyes and headed in our separate directions. Fortunately for me, a flight was leaving for Minneapolis and I returned home to my family.

Like many people September 11, 2001 will always be a day I will never forget, but I really wish it was a figment of my imagination.

Spraybooth Logic Definitive!

by Dave Pluth

So you want to build that perfect Zero. You've collected all the books (there are a hundred or so of them, in case you didn't realize that). You are now ready to sit down and decide on that next great modeling project. You are ready to choose the next victim from the shelf of doom. Will it be a Model 21 or 22? Will it be a 52 with those cool exhaust stacks? Will it be the clipped wing 32. Yeah, that's the one!!!

As you start to sift through all your materials you start to see a pattern. In one book the profiles of the Zero are gray. In another they look tanish brown. In a third they are a very light green. What the heck is going on here? They all have the same tail markings, the same white band around the fuselage, but they are different colors. Books don't lie, do they??

Well, no of course they don't, at least not on purpose. Books are inherently flawed however, much like computers, when they are done being assembled, they are out of date.

Ok, so the book thing after several hundred dollars just didn't work out for you. I know, you can go to the internet!! Yeah, that's it. There are any number of experts there that are more than willing to force... errr... offer their opinions and belittle you for being so naive.

So I go to J-aircraft (they are after all the Japanese "experts") and ask the question, what color should the Zero be? I get an answer of Amerio and of something called Hairyoku-shoku. I get a private e-mail from a guy who claims that they are indeed gray and that the J-aircraft guys are smoking something.

I'm now more confused than ever. I kind of feel like Charlie Brown on the Charlie Brown Christmas Special asking "Can someone tell me what Christmas is really about?" Instead my question is a simple "what color is the right one for a Zero".

Well, my last resort is to go and do an internet search. I find several

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Tupolev SB Fast Bomber Book Review Update By George Mellinger

Last month I gave a preliminary endorsement of this book by Mikhail Maslov. I have just received my copy, and I failed to do this book full justice. I found it extraordinary,

Color views - 5 different color 4-views and 44 color sides. And 41 pages of technical description and detail drawings Most of the countless photos are completely new, and a majority are the detail shots

beloved of modelers. One photo shows a Spanish SB camouflaged with small mottle spots, --which also were extended across the natural metal propeller blades!

The service history addresses not only SB use by the Red Air Force, and the campaigns in Spain, China, and Finland, but also its use by Czechoslovakia, Bulgaria, Finland, and Germany.

At \$50.00 this book seems a little expensive in the catalog, but when it arrives, it proves to be a steal at that price.

(Spraybooth. Continued from page 6)
articles about the topic. Most all are convincing, but nothing jumps out until the final one I search. It's by a guy that has a Japanese name and appears to live somewhere in Japan. Now, there's someone that I'm sure knows what he's talking about, after all he is in the home country of the aircraft that I'm researching!!!

Come close now boys and girls and uncle Dave will tell you a little secret about this topic. Closer. Closer... No matter what color you paint that Zero, YOU WILL BE WRONG!!! Well, at least in someone's eyes.

It would seem that as modelers we tend to over complicate things, it helps to keep our secrets safe I guess. Giving someone a big complicated color name who is simply looking for a Testors color match is quite cruel. I don't think it's intentionally that way. Maybe we all assume that everyone is as "into" the subject as we are when really they just want to finish that stupid Zero and get on to something else.

When you get asked the Zero color question, what's wrong with answering "Floquil Railroad Concrete". It's a simple straight out of the bottle solution to your Zero colors needs. Do we really need to make things any more complicated?

There is a formula on J-aircraft somewhere that gives you a drop by drop mixture which will, when you are done playing mad scientist, give you an exact match to one of the Zeros at Pearl Harbor. One of the fellows there worked very long and hard on that mixture and it indeed impressive on a model. However, that answer is not for everyone.

So, what's my point? I would like to answer that with my best Linus impression.

The point Charlie Brown is that you should build stuff and not get so bent around the axle about some of the little things. It's not possible to build the perfect model. Color is different to different people. My eye interprets things different than your eye and visa-versa. The color of an aircraft will change in different lights and with different levels of wear and

tear. Basically, it's a moving target, so pick a target and pull the trigger!

So is there a definitive answer to all the questions of modeling? Indeed wee one, the answer is SHUT UP AND BUILD!! At least if you are wrong in what you do, you have something to show for it. If anyone questions you simply ask "where's yours?" and the conversation will end quite quickly.

Oh and one last point about the guy in Japan knowing more about the Zero because he's in Japan. I must confess, I still have no idea what color the cockpit of the P-61 is and I'm an American who has an interested in WWII American Army aircraft. I can however give you an answer to that question about the Zero. Hmmm. There must be a lesson in there somewhere.

Airline Chatter

by Terry Love

Delta Airlines and Boeing agreed to alter the delivery schedule for Boeing 777s and 737-800s that Delta hand on order. Deliveries were scheduled for delivery from 2005 through 2009.

Sukhoi, the Russian airliner manufacturer, has another order for 20 regional jets to UT Air, a small Russian low cost airline.

TAM, the domestic Brazilian airline, ordered 10 Airbus a-320s, each costing about \$40 million. TAM will receive four per year starting with two next year.

Emirates Airlines bought another Airbus A-340-600 long range airliner for \$110 million.

Kingfisher, the Indian low fare airline, ordered 12 Airbus A-320s for \$750 million.

United Airlines lost \$247 million in the second quarter of 2004.

Pinnacle Airlines, a NWA airliner partner, earned \$16.9 million in the second quarter of 2004.

U S Airways earned \$34 million in the second quarter of 2004.

Air Tran Airlines earned \$16.3 million in the second quarter of 2004.

Frontier Airlines lost \$6.6 million in the second quarter of 2004.

Aeroflot, the Russian airlines, earned \$110 million in the first half of 2004.

Northwest Airlines will park Boeing 747-212B, fleet number 6642, N632NW, msn 21942, in September after the summer travel season is finished. At that time, the airframe should have about 88,600 hours on it and 18,100 cycles on it.

Northwest Airlines also parked Boeing 747-251B, fleet number 6623, N623NW, msn 21705, on August 15. At that time, the airframe had 93,900 hours on it, and 15,900 cycles on it.

Northwest Airlines is retiring Douglas DC-9-31, fleet number 9997, N8933E, msn 47142, on August 15. It was delivered to Eastern Airlines on December 23, 1967. It retired with 86,500 hours on the airframe and 93,200 cycles. It will probably never fly again.

All three of the above NWA aircraft are going to Marana Air Park, near Tucson, Arizona.

Delta Airlines lost \$1.96 Billion in the second quarter of 2004 including a one-time non-cash write-off of \$1.65 Billion.

Virgin Atlantic Airlines ordered new Airbus airliners worth \$5.5 Billion to double its fleet.

LAN, the airline of Chile, earned \$31.5 million in the second quarter of 2004.

Aero Mexico fleet has grown to 98 aircraft.

Northwest Airlines is retiring Douglas DC-9-14, fleet number 9152, N8911E, msn 45825, the 67th DC-9 built. It was originally delivered to Eastern Airlines on November 20, 1966. It will retire with over 86,000 hours on the airframe and, 92,500 cycles on the airframe. It is also going to Marana Air Park near Tucson, Arizona.

Lufthansa earned \$182.6 million in the second quarter of 2004.

Qantas Airways ordered 8 Airbus A-320s.

Air France has a fleet of 322 airliners including AIRBUS A-318/A-319/A-320/A-321/A-330/A-340 and Boeing 737/757/777s. They have 1700 daily flights to 185 destinations. It was formed in 1933 and now has 72,000 employees. Air France has recently announced that they are merging with KLM.

Directions to the Club Meeting Location

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

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.



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The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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

Return address requested