

# The Aero Historian



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April 2005



John Eian's outstanding MiG-17F, one of our Bad Guys at the March Meeting.

## Spraybooth Logic Why We Model

By Dave Pluth

In the mini-series *Band of Brothers* (the WWII HBO mini-series from Spielberg and Tom Hanks) there is a scene where the troopers are riding in the back of a truck, moving to their next destination. One of the guys is reading a newspaper and makes that rather profound statement that according to the paper that "the Germans are bad". This statement causes something of a stir with the rest of the guys riding with him (as well as quite a bit of ribbing from the reader) but sets up the title of that particular episode as "why we fight".

A few months back I was thinking about this scene and how it pertained to modeling, but it wasn't until a couple weeks ago in church where it really hit me what all this was about.

We were doing the little meet and greet thing with the people around us when the fellow in front of us turned and introduced himself as Mike Ramsey. As those that followed the 1980 Olympic Hockey team or are Minnesota Wild fans, you'll know exactly who I'm talking about. Well if you can imagine it, I was left speechless (my friends will tell you that I have never missed a word in my life, so this is quite an event!).

Now don't get me wrong, I'm not big on meeting celebrities, I couldn't care less about meeting a guitar player from some band nor do I have any interest in meeting the Hollywood types or pretty much any professional athlete, so it took a bit of introspection to figure out why meeting this hockey player had such an effect on me.

The conclusion I came to was actually pretty simple. He was a part of history that absolutely cap-

tured me. The 1980 Olympics were something that I had lived through and had a great deal of interest in. I've read many books, seen several movies and documentaries on the subject and here was a living breathing piece of that history.

The more I thought about that feeling, the more I realized that I felt this same way when I met those WWII veterans that I have had the opportunity to interview and spend some time with. I trip over my words as every question that I have ever wondered about rushes to my mind and my tongue ties into little knots and I sound like a complete moron (not that anyone that knows me would notice a bit of difference).

Modeling ties in with all this. Modeling is about great events in history. The aircraft of an ace or a hero, or simply an aircraft that defended a country are all common themes. Maybe your uncle or your

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## TCAH This Month

The monthly meeting will be held Saturday April 9, at Fleming Field, South St. Paul, beginning at 1:30 PM. A special TCAH pizza lunch starts about 12:30. So come early. The month best known for taxes, wasted government spending, and April Fools' Day. So this month we celebrate the bad jokes of aviation. Bring models of failed aircraft and flawed concepts. The Defiant, Me-210, and anything else that was a flying bad joke.

## General Meeting Minutes

March 12, 2005  
by Johannes Allert

Meeting was called to order at 1:30 by Ken Hornby. Visitors included Mark Sisk and former member Dave Gatts.

Old Business -

Maintenance of Meeting Place -

Members are reminded to pick up after themselves after every meeting.

Air & Space Annex in Washington DC - Travel date set for 23 April at 6:30am. Members interested can contact Sun Country Charter. Cost \$198.01

TCAH Shirts - Set up cost \$150.

Cost per shirt approximately \$40.

Members interested see Johannes Allert to sign up.

Nordic-Con - Remember to bring kits & supplies to donate for raffle to the April meeting. See Jeff Fries.

Fokker Challenge - Merrill Anderson has changed the challenge to include only TCAH Members.

Deadline is the December Meeting. Build any Fokker variant from WW I era.

Members cast votes for "Modeler of the Year", "Newsletter Article of the Year" & "Historian of the Year".

Awards will be presented at next months meeting along with Pizza, and the "White Elephant Contest".

Fletcher Warren conducted this month's show & tell.

There was no raffle.

The meeting adjourned at 1:45pm.

## Business Meeting

March 12, 2005  
By Johannes Allert

Members present included Gary Johnson, Steve Macey, Ken Hornby, Don Burgoyne, Jeff Fries, John Dunphy, Larry Donovan & Johannes Allert.

Nordic Con - Steve Macey gave update. Mailings have been printed. Johannes Allert to mail out by end of month. Jeff Fries to get donations of kits at April meeting. Will do 2 tiered raffle. Johannes & Steve to get lights & leg extensions. Don Burgoyne to order table covers (white), Steve to contact Tom Norr-

bohm for # of awards. Ken Hornby to contact Wipair, CAF & CAP. Steve Macy to send Nordic Con info to Dave Pluth by end of month to post on website.

Overseas Hobby Club Donations - List compiled of supplies to be E Mailed to John Roll. No response from Baghdad Club so amount to be split between Afghanistan Club & Diego Garcia Club.

Meeting adjourned at 3:00pm

## TCAH Calendar

May - May 1940. We do not honor, but focus on the French Air Force.

June - The Korean War started this month, so bring Sabres, MiGs, and other models of the era.

July - A hot month so bring jets of the Middle Eastern wars, Israeli, Syrian, whatever.

August - A vacation Month - So we recognize the airliners that take us there.

September - Contest Month. No theme.

October - School is under way, so this month we focus on trainers

November - Club auction & elections - No theme.

December - Another chilly month, so naturally, Aircraft of the Cold War.

Merrill Anderson Fokker Challenge.

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

February - Ski-equipped aircraft.

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

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



## From the President

By Ken Hornby

Traditionally, April has been a hectic month for TCAH, and this April is no exception. Even though the club voted not to hold our annual club model contest, we still have the "White Elephant" contest to look forward to. Did anyone manage to finish their assignments? We will be awarding the TCAH member awards at this month's meeting as well. April has also been designated by the chairmen of NordiCon as the month to bring in items for the NordiCon raffle. I'm sure you're tired of hearing this, but if every member brings in a single quality item, we'll have over eighty objects to raffle off this September. Here's your chance to get rid of that unopened non-airplane kit you're never going to build! Models, books, decal sheets, etc., if it's hobby related and in good condition, bring it in. If you later have second thoughts you may even have a chance to win it back come September. On the subject of NordiCon, I'd like to ask the members to please consider sponsoring a trophy package or special award. It's the easiest way to ensure that there's a trophy at this contest with your name on it. (Insert side-splitting guffaws here.) There's more on this topic in a column elsewhere in this newsletter.

A more recent custom is the April club contest pizza bash. Even without the club contest we will go ahead with pizza, starting around 12:30pm. So skip lunch and join us early for pizza and pop before the meeting.

We will hold a brief business meeting after the general meeting this month mainly to further discuss NordiCon developments and the sending of supplies to the military modeling clubs. April tends to be the last big meeting before members begin going their own way for the summer months so let's have some fun.



## Contest Calendar

- 4-2-05 IPMS Plastic Surgeons Valley Free Church Des Moines, IA. Contact: Greg Metge gmgha@mchsi.com
- 4-9-10-05 Sioux Area Scale Modelers Show Your Work/Share Your Skills Old Courthouse Museum Sioux Falls, SD
- 4-16-05 IPMS Mad City Modelers Radison Inn 512 Canyon Drive Madison, WI Contact: Jim Turek jjtmodel@yahoo.com
- 4-29-30-05 R5Con Hosted by IPMS Quad Cities Holiday Inn Davenport, IA Contact: Glen Broman grbroman@aol.com
- 5-14-05 Alexander Lippisch Chapter 20 N. center Point Road Hiawatha, IA Contact: Jeff Stevens 319-365-3897 jssddesigns@hotmail.com
- 7/20-23-05 IPMS National Hosted by IPMS/Metro Atlanta Cobb Galleria Convention Center Atlanta, GA www.ipmsusa2005.org
- 9-10-05 NordicCon Twin Cities AeroHistorians South St. Paul, MN www.aerohistorians.org
- 10-29-05 IPMS Glue Crew
- 11-12-05 IPMS Butch O'Hare

## Treasurer's Report March 2005 by Tom Norrbohm

All quiet on the Northern Front. Our balance as of 3-19-05 is \$7141.55

## On The Show Table

March 2005

Aircraft  
John Dunphy Trumpeter 1/32 MiG-3  
Steve Erickson Monogram 1/48 P-40B  
Trumpeter 1/48 P-40B  
Scott Harvieux Tamiya 1/48 FW-190  
Bernie Kugel Hasegawa 1/32 FW-190A-8  
Bob Maderich Eduard 1/48 P-400 Airacobra  
Tom Norrbohm Hasegawa 1/48 P-40E  
Michael Ronnie Tamiya 1/48 Ki-84

Armor  
Johan Allert Revell 1/72 Leopard A2  
Revell 1/72 Panzerhaubitze 2000  
John Dunphy Tamiya 1/35 M-3 Halftrack  
Bernie Kugel Tamiya 1/35 Tiger I  
Tamiya 1/35 M-4A3E8  
Bill Read Academy 1/35 M-997 Ambulance  
Tamiya 1/35 M-1026 Humvee  
Fletcher Warren Eduard 1/72 M-4A3

Car  
Bob Ferreira Revell 1/24 Dragster

## White Elephant Contest Update

By Tom Norrbohm

This is the month! Those of you participating in the White Elephant contest, bring your completed model to the April meeting. Of the 13 who participated, 2 have dropped out (myself included!). I heard that the RZM club (who gave us this idea) had only a handful of models completed out of around 15 who participated. Again, 1st, 2nd and 3rd place gift certificates to Roll Models of \$40, \$30 & \$25 will be awarded along with \$10 G.C. to those who finished but did not place. Good Luck!

## The Master Builder

By Frank Cuden

I don't know about you, but after painting the model and getting the decals in place, further handling of the model causes me problems. Even repeatedly washing my hands with soap and water on a regular interval still causes grime and such to build up where it's repeatedly handled. My first fix was to purchase a pair of white cotton gloves. Thought I had it licked but that didn't work either. Reason being, my sweat, skin oils, etc. bled through the gloves and onto the model's painted surfaces. I then doubled up the gloves on one hand and that seemed to work better. After heeding all the warnings about lacquer thinner permeating one's skin, I went to the grocery store to buy some rubber surgical gloves. Although they seemed to work well when spraying and subsequently cleaning up the airbrush in lacquer thinner, I hit upon the idea of trying one of those to handle the model instead of the cotton gloves. Viola! The rubber is soft enough so one does not lose dexterity. Also, the rubber is dense enough to not allow the oils, etc. through to the surface and onto the model. Unfortunately, after only one use in the lacquer thinner, the glove(s) must be thrown away. Seems the lacquer thinner will break down the glove and they split on the fingers quiet easily. However now I can handle the painted model at will while wearing one surgical rubber glove. Another pet peeve of mine is that when using tweezers (not *THE Tweezer*, George!), on small parts, two things happen. First, the tweezers will scratch the painted plastic - for example a landing gear door. Secondly, the tweezers will either drop or launch a small part. I came upon the idea of using one thickness of Tamiya Masking Tape on the ends. One need only cut a short piece maybe double-wide so that it can be wrapped around the outer ends of the tweezers. More than one thickness will make the ends too "spongy." I have found that, with the addition of the masking tape, the

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## Friskney on Films

### *The Aviator*

by Bob Friskney

Martin Scorsese's new film, *The Aviator* was thought to be his best chance to change his luck at the Oscars. One of the flashiest film biographies in many years, at nearly three hours running time, *The Aviator* is never dull.

After a disturbing prologue, where Howard Hughes as a boy, is bathed by his mother and taught 'quarantine' as a spelling bee word, the film leaps forward to 1927, and a frantic, and basically unexaggerated, account of Hughes' obsessive quest to direct *Hell's Angels*. The \$4 million film, a record budget for many years, becomes a sensation (justifiably so, check it out on video) and Hughes' reputation in Hollywood is made. Computer generated imaged are used to great effect in an enormous aerial dogfight simulated for the picture.

Howard Hughes cut a swath through female Hollywood that may never be equaled. For time constraints alone, this has to be compressed for *The Aviator*. Many of the ladies in Hughes' life are mentioned only in passing or in still photographs. Singer Gwen Stefani definitely evokes Jean Harlow in a small but striking part, and Kate Winslet is a gorgeous and fiery Ava Gardner. But Gate Blachett nearly steals the film as Katharine Hepburn in a vigorous, Oscar-winning performance that gets more convincing as it goes on. Physically, Leonardo diCaprio doesn't evoke tall, slim Howard Hughes. But through sheer effort, he pulls it off, and soon diCaprio simply inhabits the role.

Hughes' love for flying is spelled out clearly when he and Hepburn abandon a nightclub for a night flight over Los Angeles. A subsequent scene cuts directly from Hughes caressing Hepburn's back to stroking the flush rivets on his HR-1 racer. Not subtle symbolism, but Hughes undoubtedly did both things.

Again, computer imagery is well utilized to simulate the HR-1 racer, the ill-fated XF-11, and the HK-1

Hercules, better known as "The Spruce Goose" You did not dare utter that name in Hughes' presence. This appears to be the best use for digital images in film: To simulate aircraft and vehicles that are otherwise unavailable. Over-use digital imagery and you end up with "Sky Captain and the World of Tomorrow". Also, look for the Save-A-Connie L-1049H Super Constellation computer multiplied to simulate a grounded TWA fleet.

Newsreel footage from the 1940s, in color, of Spruce Goose components being transported from Culver City to Long Beach is used well in the film.

An unusual effect is a sort of impressionistic use of color early in the film, intended, Scorsese stated, to simulate color processes of the 1930s. Watch out for the turquoise peas.

The color manipulation may seem a little strange, but great praise is due to *The Aviator's* set design. The Coconut Grove nightclub, Juan Trippe's Chrysler Building offices, and the Spruce Goose cockpit are all gloriously recreated. Oscars for Cinematography, Editing, Art Direction and Costume Design were all totally deserved.

The film's finest scene? Undoubtedly the XF-11 crash, perhaps the most amazing, shattering plane crash ever put on film. It's worth mentioning here that Martin Scorsese is a noted fearful flyer,

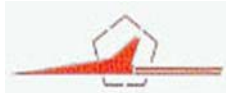
The scene that works least? For me it is the sequence of Hughes' mental breakdown, barricading himself in his offices, naked, running films continuously, and filling bottles with urine, I won't discuss Hughes' mental condition here, but the script does greatly simplify it, and the behaviors in this scene happened some years later. In truth, Hughes spent the weeks leading up to his congressional testimony successfully dodging subpoenas, and the person who got him cleaned and polished for his appearance before the Senate was not Ava Gardner, but longtime Hughes friend Gary Grant. The breakdown sequence is the only time *The Aviator* really employs dramatic license.

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## Russian SIGNALS

### A Bit of Badgering

By George Mellinger



During the Cold War American and Soviet bomber designs paralleled each other. Both countries produced an intercontinental bomber, the Boeing B-52 and the Tupolev Tu-95 Bear, both of which have remained in service for half a century. Both countries also produced during the early 1950s an intermediate range bomber, the Boeing B-47 and the Tupolev Tu-16 Badger. At the time the B-47 appeared the more modern and better bomber, but was virtually forgotten by the 1970s. The Tu-16 remained in Russian service until the late 1990s, and continues to serve with the Chinese Air Force. The high, thin wing and podded engines of the Boeing led to wing cracks, and soon after, it ceased to be a viable platform for attacking Russia, its mission vanished. The Badger's engines were buried within the roots of its thicker wings. At the time we considered that to be an outmoded design, not nearly so sleek as the B-47s thin wings and podded engines. But those thicker wings provided more structural strength, and allowed capability to grow into new missions. The Tu-16 was never a real threat to North America, nor was it intended as such. It could fill its mission of threatening theater targets throughout Europe and Asia, and it did have the range to attack the US fleet far from Russia's coasts. And while we always saw heavy bombers through the prism of our WWII experience attacking the enemy homeland, and barely took the Soviet navy seriously, their view was exactly the opposite. Consequently the Tu-16 entered Soviet naval service almost from the beginning, and almost half their numbers ultimately went to the navy. Initially, Naval Badgers were the Tu-16T, equipped to drop torpedoes, but they were soon replaced by aircraft equipped to carry one or two large

cruise missiles with either conventional or nuclear warheads. They also included a wide variety of electronic warfare models, and tankers and other support. There was even a version equipped for dropping a rescue launch at sea. The Badger remained in production for ten years, from 1953 to 1963, with 1507 aircraft produced. There still remains confusion about production numbers because many of these aircraft were rebuilt into later variants, and aircraft converted from standard production models for test purposes were usually converted back at the end of tests.

In addition to the Soviet Union, the Tu-16 was provided to a number of other countries, including China, Iraq, Egypt, and Indonesia.

The Egyptians received perhaps as many as sixty Tu-16s, in a variety of missile-carrying and support versions, and though the first group was wiped out on the ground in 1967, their replacements actually flew a number of missions in 1973, successful in so far as they survived the Israeli Air Force. Iraq received a small number of bombers which were active in the war against Iran. Indonesia received two dozen Tu-16KS missile launchers in 1961 along with other Soviet weapons; we forget that at that time Sukarno was a leading Soviet client until overthrown in 1966. Not long after Indonesia left the Soviet orbit, the Tu-16s were grounded for lack of spares. Years later, when Egypt also abandoned the Soviets, these Indonesian Tu-16s provided parts to keep their Egyptian cousins flying longer.

But it was not only in the Middle East that the Badger saw combat. By the mid-1980s, the Tu-16 was already as long in the tooth as it was in range, and was being replaced by the Tupolev Backfire. But the Soviet occupation of Afghanistan had gotten into trouble, and the Badger was still quite capable of dropping iron bombs on the Mujahadeen, from altitudes far above the range of their Stinger SAMs. And they had the range to fly from their Soviet home bases, negating any chance of being mortared on the ground at night. In addition to

dropping bombs, the Badgers also flew electronic support missions.

Another interesting story revealed in this book was the Soviet experiment with basing strategic bombers at the North Pole, which just might give them a true strategic reach. In April 1958 a Tu-16 bomber was landed at the secret polar station SP-6. Unfortunately, when it tried to take off, its wing tip hit a supporting Il-14 transport, and the bomber became stranded on the ice. While the Russians tried to figure out how to repair the bomber on the spot, or evacuate it, winter came and went, with the bomber tended by a small and lonely guard. And the next spring, the ice broke and the bomber sailed out to sea on an ice floe. Finally the airframe was stripped of engines and useable parts and set afire, but not before alarming the hell out of NATO.

## Tupolev Tu-16 Badger



Yefim Gordon

Aerofax

Long neglected by Western writers, the Badger has finally become the subject of a book by Yefim Gordon and Vladimir Rigmant, *Tupolev T-16 Badger Versatile Soviet Long-Range Bomber*, published last year by Aerofax. This book is typical of Gordon's work for Aerofax, both its good and negative features. Gordon's discussion of the Tu-16s service history is better than I expected, but still not nearly what it should have been. With a few exceptions he does not identify most of the regiments using the Badger, though that information has already

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## Airline Chatter

By Terry Love

Evergreen Aviation is going to convert 3 Boeing 747-400s into extra large cargo aircraft like the Guppys that Europe uses. It will have a swing tail to carry the outsized cargo. It will hold 300% more capacity than a Boeing 747-400 freighter. The volume of the new large cargo freighter will be 65,000 cubic feet.

The Tupolev Tu-204-300 airliner is now in the test flight stage. It looks suspiciously like a Boeing 757 with winglets. Vladivostok Avia airlines is the initial airline to order the Tu-204-300. For photographs of the new Tupolev, see [WWW.TUPOLEV.RU/ENGLISH/](http://WWW.TUPOLEV.RU/ENGLISH/). Northwest Airlines is down to 432 airliners in its fleet with the average age being 18 years. The average age of the other major airlines is about 10 years. Northwest Airlines decided to refurbish and update its Douglas DC-9 fleet in 1995. Northwest Airlines plans to retire 10 Douglas DC-9s in 2005, as they approach 100,000 cycles. Six of them will be retired in May. Continental Airlines fleet is an average of 8 years old.

Frontier Airlines added their 35th and 36th Airbus A-319 to their fleet. Frontier also has 4 Boeing 737-300s, which will not be around much longer. Frontier flies to 44 destinations in 25 states with its hub in Denver, and they also fly to 5 cities in Mexico.

Boeing has orders for 1221 Boeing 737-800s and has delivered 829 of those to 53 operators as of January of 2005.

Icelandic Air ordered 2 Boeing 787 Dreamliners. Cost is \$240 million. Icelandic is the 16th airline to order the new 787. Icelandic Air presently operates 19 Boeing 757s and Boeing 767s.

RyanAir placed one of the largest ever orders with Boeing. RyanAir ordered 70 Boeing 737-800s for about \$4 Billion. RyanAir already has 155 Boeing 737-800s in one of the largest and most modern fleets of any European airline.

US Air will return 11 Boeing 737s to lessors in May as they are in ex-

cess to their needs. (Read: U S Air cannot make the lease payments). Continental Airlines lost more than \$4 million per day in February. Northwest Airlines will begin service from Minneapolis to Idaho Falls on June 9.

Air France ordered 4 Boeing 777-300ERs for \$920 million. Air France already has 8 of these airliners. As of now, 681 Boeing 777s have been sold to airlines around the world. Average price is about \$230 million each.

Air Jamaica was taken over by the Jamaican government due to massive fraud and corruption on the part of the airline. The government immediately grounded about half of the fleet and fired some workers.

Air Jamaica owes \$890 million to the Jamaican government.

Northwest Airlines uses 6,325,000 U S Gallons of jet fuel daily! Jet fuel is around \$1.50 per gallon. That means the NWA spends \$9 million daily just for jet fuel.

## Nordic Con Reminder

By Johannes Allert

With the approach of springtime, we wanted to send out a few reminders to the membership prior to "Nordic Con" in September. I know you're all asking yourself "Why now? What's the rush?" With the onset of spring/summer comes family vacations, projects on the home & yard. Hobbies and Club meetings often times take a backseat to summertime events! For us on the planning committee, September will be here before we know it. We want to get a lot of thing squared away up front, to avoid rushing around at the last minute.

Nordic Con Raffle - Jeff Fries, John Dunphy and a few others will be helping with the raffle this year. Anyone can tell you that the second most important thing to a contest besides the awards is the raffle. We ask that the membership pull at least one item from their "shelf of doom" whether it be a kit, book, decal sheet, print..whatever. Bottom line is - make it a good one as the raffle is a reflection not only of the contest, but the club as a whole. This is also another way to raise

money to cover the contest expenses. I mentioned that the raffle is the second most important thing. Awards being the first. I know that Tom Norrbohm has a handle on the general awards; however, to date, we have received no individual sponsorships for awards packages. Last year we heard from within and outside of the club that a lot of people were disappointed that TCAH was not hosting a Nodic Con last year. Now is the time to make your mark !! I want to stress two things in this regard.

First - This contest is a reflection of the membership and it's commitment to the hobby. If we want this contest to be successfully, we have to help make it happen, whether it be through volunteering on a committee, donations to the raffle or trophy sponsorship.

Second - Sponsoring a trophy package reflects your passion and interests as well as creates an incentive for participants to build. This years theme is "Victory in the Pacific", so that leaves the field wide open for ideas related to that topic.

As a side note, I want to address the issue of the location of the venue. It is what it is. We still are hearing comments from TCAH members as well as individuals outside of the club "Why don't we have it at a hotel?". Answer - Too much money is required nowadays to allow us to entertain the idea for a 1 day contest. If we were hosting a Regional or a Nationals, then it would be a whole different story. We have been given this space for free. We believe we should at least try it here this year. If you believe that you have a better idea, you will be given the opportunity to try your best at next years event should the club as a whole decide to host another Nordic Con next year. Enough said. Now, to borrow and expression from "Dr. Dave" - "Shut up and build."



## The Doolittle Raid

By Terry Love

This month is the 63rd Anniversary of the Doolittle Raid on Tokyo on April 18, 1942. There are 17 raiders remaining of the original 80 who took part in their historic mission. Three men died on the day of the raid - five were interned by the Russians after landing in Soviet territory - eight were captured by the Japanese. Of those eight, three were executed by a Japanese firing squad and one died of malnutrition. Four raiders later became German POWs later in the war. A reunion is being held in Mystic, Connecticut on April 15 through 18,

*(Badgering Continued from page 5)*  
been made public in the Russian press and he fails to distinguish between Guards and regular regiments. But strangely, he has no problems naming the bases from which they flew. As a curious Russian pattern he goes to lengths to document the aircrafts various crashes and losses.

However, where Gordon always shines is the technical description of the aircraft, and its subtypes, and details of production. And with the Badger, sorting out the numerous modifications is a major task indeed. In this book, he even gives us a complete appendix of factory production runs and aircraft serials.

And of course the 9 pages of plan drawings are superb and complete, and the photos are exceptional, with 15 pages of color photos. The illustrations are so good, that I never noticed the absence of the traditional side profile art until I began this review. and even now I don't really miss them. Perhaps Western authors have adequately handled the MiG-21, but if you are interested in Soviet bombers of the cold war period, this book is the only game in town. Thankfully, it is up to its game. You can get this book from Specialty Press Publishers at [www.specialtypress.com](http://www.specialtypress.com), or 800-895-4585, or as I did, from our own Roll Models.

*(Spraybooth Continued from page 1)*  
father served in some capacity and you build their aircraft, tank or bulldozer. Maybe they were a mechanic on a B-17 or a radio operator on a transport, there is still a story to be told. It may be for you as in was my case that you found your dad's war pictures of fighters or bombers sitting in various states of operation or disrepair.

The stock car of Richard Petty or "Big Daddy" Don Garlits' funny car are both historic to the fans of those sports. One of my favorite figures I've seen was an astronaut with the reflection of the lunar surface on his visor, this image was one I remember very well from my childhood and one that was indeed very important moment in history.

A few years back when Planes of Fame was still about ten minutes from my house, I had considered volunteering. When we walked through the hangers during our "private volunteer's tour" the guide turned to us and said "can you smell the history?" Well maybe the words were wrong in what he said but the sentiment of what he was saying is truly important.

Modeling gives each of us an opportunity to keep the history alive that is important to us. It allows us to pass the story on to others so that the sacrifices of those that lived the history are not forgotten.

Ok, I'll admit that not every model that I have done started out with such noble goals, but surprisingly as my available modeling time has waned, my method of selecting my "next model" has changed to one that is more about the history and my interest in that specific piece of history than the "I love that airplane" method.

Now shut up and build something with a story you can share with someone! While are at it, take a minute and smell the history.



*(Builder Continued from page 4)*  
parts do not get scratched. Further, given the slim cushion the tape provides, the parts are less susceptible to go flying into some remote corner. One final trick I have come up with concerns removing brass etched parts from their trees. Although I've used the tried and true small sheet of glass for years, recently, by accident, I found a better way. A thickness or two of paper on top of the glass makes cutting those little beggars a lot easier. For some reason, the paper provides a cushion but not enough to allow the piece to bend. The #11 blade seems to go through the brass far easier than on just a plain sheet of glass. A quick clean up with a file and you're ready to move on. Tuck these little tips away and try them the next time you're at those particular stages of your build. I find that they work quite well and eliminate a lot of frustration. Good modeling to you!

*(Aviator Continued from page 4)*

Attention is also due to Alan Alda as Maine Senator Ralph Owen Brewster, who investigated Hughes' war contracts as a stalking horse for Juan Trippe of Pan American. Trippe was trying to make Pan Am the sole US international airline, and Hughes' TWA was the biggest obstacle in his way. Alda's Brewster is corrupt, self-serving, and manipulative, and so is completely convincing as a member of Congress.

*The Aviator* can't be considered as serious history, but no film truly can be. But it is a wonderful ride of a movie. The film recreates the flavor of American aviation's golden age from the 1920s to WWII, and the first half of the 20th Century, when the USA turned out industrialists the way France produces chefs. Last, but not least, in the tradition of *Citizen Kane*, *The Aviator* again shows that wealth and power cannot eliminate inner torment.

Perhaps no film can accurately capture Howard Hughes' life, which was much too incredible to be fiction. But no film has tried this task as well as *The Aviator*.

## 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 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.