

## BOOK REVIEW

### THE GREAT PACIFIC AIR OFFENSIVE OF WORLD WAR II SERIES

by Bob Arko

TCAH's own Jack Lambert has published a trilogy of books called "The Great Pacific Air Offensive of World War II Series". Published by Schiffer MilitaryHistory in 2005, these books document the latter part of the war with an incredible collection of photos from both public and private sources. What makes these books special is the large number of photos from the private collections of veterans, many of which have not been published be-

fore, and the extensive research to supply date, place and units for the captions. The books run to 112 to 126 8 ½ x 11 inch pages, and except for some introductory text to various phases or campaigns, are almost entirely photos. There are over 200 photos per book

Volume 1, Return to the Philippines 1944, reviews the period from 1943 to 1944 and covers New

Guinea, the Solomons, the Mandated Islands, the Marianas, and the Battle for Leyte. Photos of Corsairs, Hellcats, Kates, Zekes, Mitchells and Bettys, abound, to name a few of the many types covered by the photos. Volume 2, Severing the Empire's Lifeline 1945, presents the early 1945 liberation of the Philippines and Burma, Allied carrier task force strikes from Indo China to Japan, and the invasion of

(Continued on page 7)

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**Vice-President**, Larry Donovan

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## TCAH This Month

The monthly meeting will be held Saturday December 8, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:30, so come early.

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

## GENERAL MEETING MINUTES – November 2007

November is traditionally the meeting for the Club Elections and the Club Auction. The slate of new officers (and some not so new) is prominently displayed to the left. Congratulations to the electees, and a big Thank You to all of the members who ran for office.

Aaaah, the Auction! The sublime choices of whether to bid one more dollar, or save it for that model you really, really want. The thrill of victory when you steal the bid away from a well heeled (or just plain crazy) competitor, and the agony of de feet (that's why we sit down during this) when the bidding on your target for today skyrockets like a....well...F5F (that's today's quiz). And wondering whether you are going to get "The Look" when you bring it all home.

By preliminary count the Auction took in about \$1123.00 for the Club. Thanks to all who donated models and other items, and a special thanks to our auctioneers.



## From the Vice President by Larry Donovan

Welcome to December and hopefully the first of my ramblings as your new VP. As yet the space this is taking in the newsletter does not have a name, though one suggestion is Larry the VP Guy; "Git 'r Done" also has some appeal--- might get me to get going on some of the builds that are (seemingly forever) in that dreaded black hole of "**works in progress**". As of today (Monday November 26) they are as follows: Hasegawa B-25H, Revell 1/144 TF-104G, Airfix Bristol Bulldog, and last but not least and certainly challenging the Heller Bloch 174. Of the latter I will say no more than "the fit is difficult...to be sure."

While not an excuse, one rea-

## From the President by Bob Maderich

I want to thank all of you for electing me TCAH president for 2008. Although a relative "newby" to the club, I have had plenty of experience helping to run other clubs in town. (I am a member of RPM/IPMS, MCCM, and MSM)

Being that I'm a newcomer, I'm just going to give you a quick "modeling life" background on myself.

Like a lot of us, I built planes and cars like a fiend until I was 15. Then I discovered girls, guitars, and real cars, so my modeling came to a screeching halt. Jump ahead to 1996 and I returned to the hobby with a passion. I really did forget how much I enjoyed it. Although you know me primarily as a car guy, my output this year is about 50/50. My main aviation interests lie in WWI and 30's era planes. But I enjoy all eras and types of planes.

One of the things I wanted to do when I joined TCAH was to improve my building skills. To a person, everyone I asked to help me on my projects was very,very supportive. This says a ton about this club, how we support and welcome new members. It bodes well for the future of the group.

Anyway, I hope 2008 will be a good year for the club. With your help, maybe we can try some new things, while maintaining the tradition of excellence that TCAH embodies.



son for the dreaded "WIP syndrome" is that this is the holiday season and I work in that enchanted land of retail, both as a manager of an Old Navy and as an employee at Hobbytown in Woodbury. Needless to say, my build time is limited! As I recently e-mailed another club member: "Help, I've fallen into a pile of performance fleece and can't get up". My one day off (today as it happens) means catch'up on all the honey-dos:

(Continued from page 2)

check the bills, bring in the patio furniture, get the laundry done, cook dinner, get the cat food. But I will at least decal one side of the TF-104 and sprinkle holy water on the demon that is the Bloch 174 (who knew it would make a great filler?).

But, you know what? In this season of thanks, I have a job (two actually); some do not have any. I have a great and wonderful spouse who puts up with my hobby (got one room filled, dare I go for another?); some do not have any. I have a great family, both parents on both our sides are alive and vital, and we have great siblings; some do not have any. I have great friends, both inside the hobby and out; some people do not have any. I live in a nation where I can express my thoughts, practice my religion (or not as may be), and can participate in the governance of it; many do not have this and will not in their lifetimes. I have come to know veterans of two World Wars, the Korean War, Vietnam, the Cold War, and Gulf War (One and Two), and Afghanistan, all of whom have sacrificed much to our country and others; many do not have these heroes. Fixing a gap in the wing of that Heller kit very much pales in comparison does it not?

So to close out this column for December...give thanks! See 'ya at the December meeting!



**Airline Chatter**  
by Terry Love

Air Tran earned \$10.6 million in the third quarter of 2007.

RyanAir, Europe's largest low-cost airline, took delivery of their 150th Boeing 737-800 in November.

Allegiant Airlines earned \$7 million in the third quarter of 2007.

Frontier Airlines earned \$17.3 million in the third quarter of 2007.

LAN Chile, ordered 32 Boeing 787 Dreamliners. Price was just over \$6 Billion.

Frontier Airlines will build a large heavy maintenance base in Colorado Springs. Cost will be about \$25 million.

United Airlines said that if jet fuel prices get much higher, that they would park about 100 of their airliners. They would cut frequencies and routes and layoff employees, again.

Cathay Pacific, airline of Hong Kong, ordered 7 Boeing 777-300ERs, and 10 Boeing 747-800 freighters. Deal is worth \$5.2 Billion.

Airbus says that they will build a 900-seat stretched version of the Airbus A-380 super jumbojet, after the standard version reaches full production.

Qantas, the airline of Australia, ordered 188 narrow-body airliners worth \$15 Billion. They ordered 68 Airbus A-320/321s with options for 40 more. They also ordered 31 Boeing 737-800s with options for 49 more.

Airbus sold a super jumbo double-deck Airbus A-380 to Prince Walid of Saudi Arabia. It will be the largest private jet in the world. Aircraft cost \$300 million and the interior will cost at least another \$200 million, depending how much gold and other amenities are added in.

Qatar Airways ordered 30 Boeing 787 Dreamliners for \$6.1 Billion.

Emirates Airways placed the largest aircraft order ever recorded last month. They ordered 120 Airbus A-350s, 11 Airbus A-380s, and 12 Boeing 777-300ERs. Total cost is \$34.9 Billion!!!!!!

Vietnam Airlines ordered 12 Boeing 787 Dreamliners for \$1.42

Billion.

Last June, there was the Paris Air Show where literally hundreds of aircraft ordered were announced. This has caught on around the world. Therefore, Dubai in the UAE, had a Dubai Air Show in November. All of the above airline aircraft orders were announced at that show.



**Nordicon Report**  
by Bob Maderich

Congratulations to all on another successful Nordicon. We had 300 quality models on the table, a great vendor turnout and 3 photographers documenting the show. (Special thanks to Steve Jantscher for taking photos for the website) Look for show coverage in upcoming issues of Fine Scale and Modeler X. We also made a small profit, about \$700.00, so it's all good. If I seemed a bit overwhelmed at the show, I WAS. So, now I can take the time to thank all of you, who worked so hard that day to make the show a success.

So, that leads to thoughts of next year's show. I'm going to propose two changes for the 2008 Nordicon. The first is the location. Fleming is great for a small show and our meetings, but if we want to grow this event, we need a bigger venue. I think there is broad consensus on this issue. Bernie and I are checking out some new venues and we will let you know how our search goes.

The other change I'm proposing for 2008 is an entrant judged show. Let me elaborate: every person that brings a model to the show would receive a ballot. On this would be our 7 categories, and you would vote for your favorite 3 in each. After 2 in the afternoon, all ballots would be collected and tabulated. From this we will award a Top 10 in each of the categories. Also, on the ballot would be a space for Best

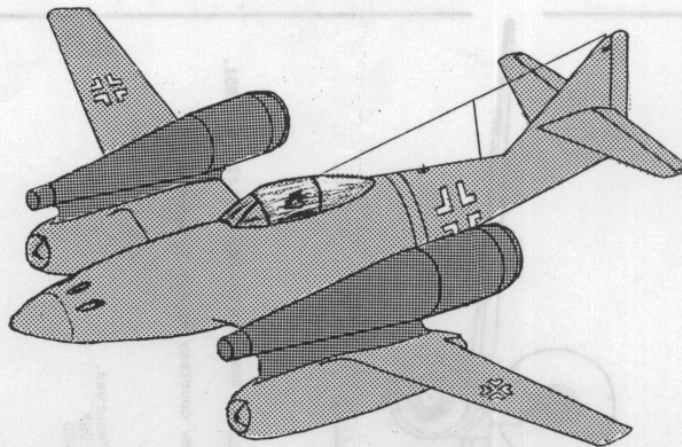
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12  
SQUARED

1/72  
Kit 2-12

## Me262 LORIN

CONVERSION  
2 Ramjets  
& pylons



### Me 262 Lorin:

Since the end of World War II volumes have been compiled on the aeronautically advanced German developments. They ranged from jet powered midget fighters to multi-engine forward sweep winged bombers to jet helicopters and VTOL fighters. A surprising number of these projects were in the advanced stage of development with either prototypes under construction or mockups built and undergoing modifications. The most promising projects were based on existing designs such as the He-162 with either forward swept or aft swept wings, and a V-tail. Of course the He-162 offered little room for modification being a small aircraft.

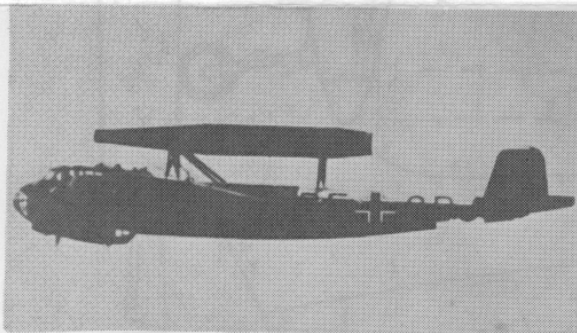
Starting with the larger Me 262, Messerschmitt worked up an unbelievable number of developments. One of the simplest yet meanest looking was the Lorin modification. Basically it consisted of a standard Me 262 with two large Sanger ramjets mounted over the existing Jumo 004 B turbojets. The modification was named after the original researcher, Rene Lorin, who in 1913 had tested his basic ramjet design on the back of an Opel truck. Work on ramjets was resumed in early 1941 with Focke-Wulf sponsoring Dr. Otto Pabst's research at Bad Eilsen, while Dr. Eugen Saenger pressed on at the German glider research institute (DFS) at Aining.

Postwar interest in the ramjet was sporadic with the U.S. trying Marquardt units on the wing tips of both P-80 and P-51's and underwing of the Bell XP-83. France showed greater enthusiasm and developed a series of test beds powered solely by experimental ramjets. The Leduc 010 was originally designed in 1937, completed after the war and began glide tests in 1947 and flight tests in 1949. The larger Leduc 021 began flight tests in 1953, both models were air launched from atop an S.E. 161 Languedoc. Now in the 90's the ramjet has resurfaced and work is progressing on advanced ramjets called scramjets to power the X-30 Aerospace Plane.

### References:

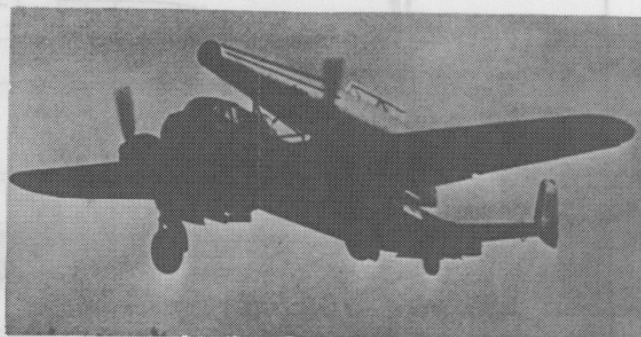
Jet Planes of the Third Reich, Smith & Creek.  
The Jet Aircraft of the World, Green & Cross.

Left and Below: Two versions of Sangers ramjets being tested in the air mounted on a Do217 after initial tests on a Do17. The ramjet accelerated the Do217 to a speed 127 mph faster than the Do's normal max speed. During 1944 32 inflight test were conducted.



Practical applications really posed a challenge as ramjets had inherent problems. First they had to be at speed before it could sustain its own ignition, secondly was the unbelievable amount of fuel required to sustain that ignition. Despite the problems both teams developed working examples, testing them mounted over the fuselage of a Do 217E and a Do 17Z respectively. The Saenger ramjet developed 2,400 hp and work was underway on a 20,000 hp version.

Saenger proposed his units to Messerschmitt who grabbed the ball and ran with it. They decided an operational modification could be made to the basic Me 262 by mounting one ramjet directly over each turbojet above the wing. These units would be slightly over 3 1/4 feet in diameter and just over 19 feet long. Using the same J2 fuel as the turbojets, the Lorin would be able to attain a speed of 621 mph at sea level and reach an altitude of 48,560 feet. By retaining the two Jumo turbojets, Messerschmitt alleviated the problem of accelerating the ramjet units to operating speed, but the other problem of ramjets, fuel consumption was very evident in that the range was decreased from 525 miles to 106 miles when the ramjets were operating. Unfortunately, or fortunately, depending on your view, a prototype Lorin was never completed.



### Instructions:

Wash parts in soapy water to remove mold release. Remove parts with razor saw and trim with sharp hobby knife.

Sand both engine halves slightly on a flat surface to ensure a proper fit, and to give you proper circular intake/exhaust. Trim and glue the blocking plate inside the engine halves with detailed surface pointing to the rear. Glue halves together, and add the leading edge of the pylon.

Fill any seams and prim to ensure you are complete. Each pylon mounts directly on the wing on the center line of the Jumo engine with the tip of the pylon aligned with the first panel line on the engine nacelle, or roughly a scale 1 1/2" back from the leading edge.

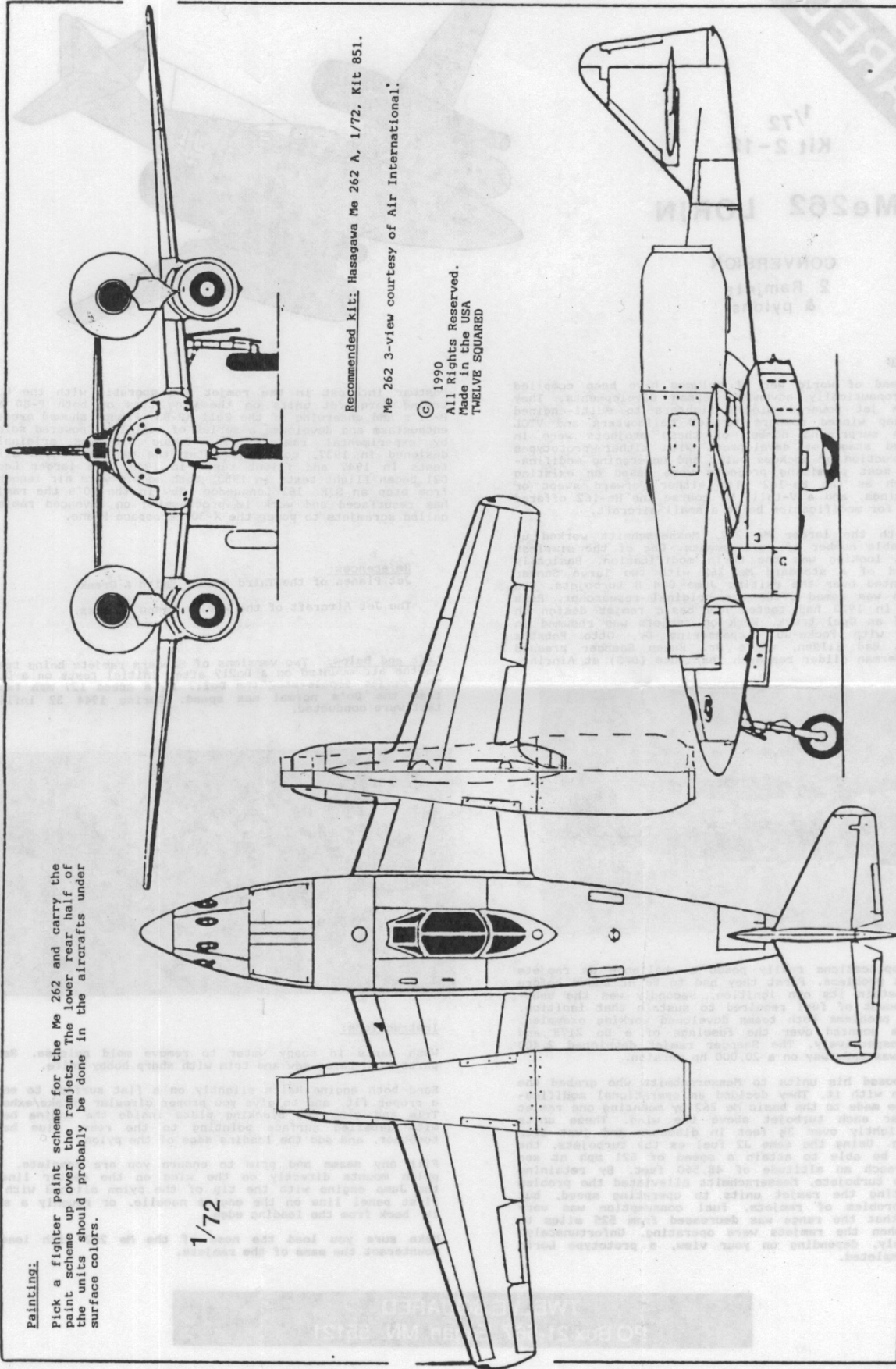
Make sure you load the nose of the Me 262 with lead to counteract the mass of the ramjets.

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**Paintings:**

Pick a fighter paint scheme for the Me 262 and carry the paint scheme up over the ramjets. The lower rear half of the units should probably be done in the aircrafts under surface colors.

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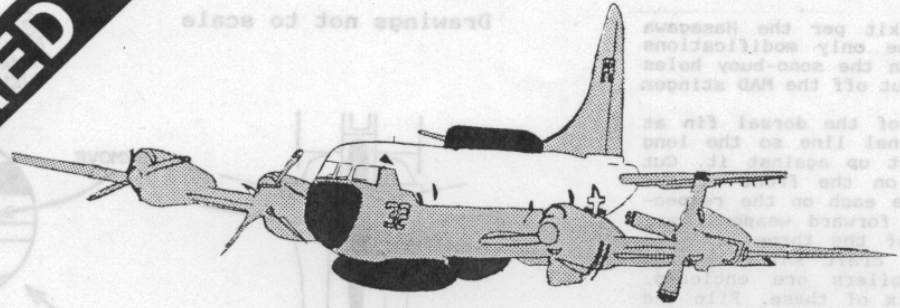


Recommended kit: Hasagawa Me 262 A, 1/72, Kit 851.

Me 262 3-view courtesy of Air International.

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**EP3E**

LOCKHEED EP-3E ORION

Today there are twelve Orions that have been modified into EP-3E Elint (Electronic intelligence and surveillance) aircraft. Elint aircraft are modified with radars, antennas and state of the art computers to gather and decipher electronic signals. They often are the only source of a real time assessment of a tactical situation available to a fleet commander.

Originally P-3A BuNo. 149673 was converted into an EP-3A for use by the US Naval Air Test Center. Two other aircraft were converted into EP-3B versions. These two EP-3B's along with some stock P-3A's were modified in 1970 to the "Aries" (electronics) configuration. Together

they number twelve EP-3E's. The aircraft are divided between two Fleet Air Reconnaissance Squadrons, VQ-1 with the tail codes "PR" for "Peter Rabbit" operates out of Agana, Japan, while VQ-2, using the tail codes "JQ" operates out of Rota, Spain. Each operates six aircraft, VQ-2 has three of each configuration, as well as a UP-3A for training. With their 3,600 nm range the EP-3E's usually operate individually the world over from friendly military air bases. For immediate fleet support, each squadron also operates several EA-3A Skywarrior aircraft for carrier deployment if needed. The EP-3E has a crew of seven officers and twenty-one enlisted personnel. This includes three pilots, a navigator and two electronic warfare tactical evaluators.

**VQ-2 History**

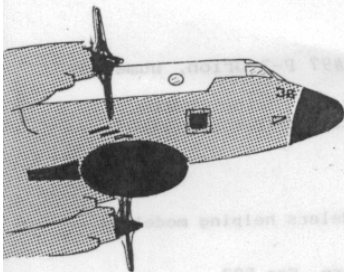
VQ-2 was originally commissioned on 1 September, 1955 as Electronic Countermeasures Squadron TWO (ECMRON) and flew Martin P4M-1Q Mercators and Douglas A3D-1Q Skywarriors from Port Lyautey, Morocco. In January of 1960 they moved to their present base at Roto, Spain, and traded their P4M's in for Lockheed EC-121M Super Constellations which were then phased out in 1974. The A3D-1Q's were replaced by A3D-2Q's, and those by the present EA-3B's. The first EP-3E's arrived on 31 July, 1971.

**VQ-2 Squadron Insignia**

The "Electric Bat" was adopted in 1959 as the squadron insignia. The bat symbolizes the black P-4, the dark blue night sky symbolizes the high undetected flight of the aircraft, while the lightning bolts represent the electronic reconnaissance. The outer ring is red.

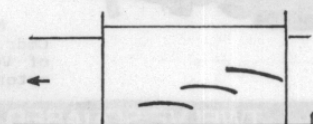
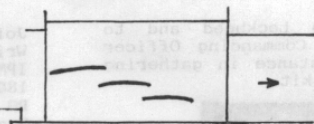
After relocating to Rota, Spain, the squadron adopted the black "Don" on an orange pennant on a field of yellow for their logo with the pennant and "Don" on the tail of their aircraft.

In 1979 they adopted a modified black version of the "Electric Bat" or "Cosmic Bat" as the official tail marking, and is today displayed on the squadrons vertical stabilizers.



RIGHT SIDE

LEFT SIDE



FORWARD WEAPONS BAY

FORWARD WEAPONS BAY

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(Continued from page 1)

Iwo Jima and Okinawa. This volume also covers the Japanese suicide tactics, from the Kamikazes to the final sortie of HIJMS Yamato. Volume 3, On Japan's Doorstep 1945, describes the final air assault on the Japanese homeland by B-29s from the MarianaS, tactical air forces based on Okinawa, Ie Shima and Iwo Jima, and the carrier armada of Task Force 38.

There is plenty of reference material here for many a future model. Besides airplanes, there are photos of airfields and ships in various stages of attack and destruction. And some of that nose art...va-va-voom! And you may also learn a thing or two...I didn't know until reading these that there was a photo recon variant of the B-24 Liberator, and it was designated the F-7A. That's my kind of trivia.

I whole-heartedly recommend these books to anyone interested in the Pacific Air War.



### **Army National Guard Activities** *by Rick Koehnen*

From Aug 06 through Aug 07 the C Det of the 2/211th AV BN was deployed to Iraq flying support missions out of Balad near Baghdad. The unit paired up with a Det out of Colorado to form a company of CH-47's. While in country they operated 14 CH-47's.

Upon return to Minnesota they will only bring back four aircraft, the rest going to other states preparing for deployment.

In Aug of 07 the 2/147th Assault BN based at Holman Field deployed. Minnesota units consisted of HQ, A, D, and E Companies. "A" company is a flight company of 10 UH-60's, the other flight companies, B & C, came from Washington and Hawaii.

The rest of the Minnesota ARNG aviation assets, the 34th Aviation BDE will deploy in 2008. While the BDE flag and command staff come from Minnesota the only other local units will be the 834 h ASB (Aviation Support Battalion) and B Det of the 2/211th which is half a medevac unit of six UH-60's, the other half being from Waterloo, Iowa. All together the 34th will deploy with over 120 aircraft from 17 states.



(Continued from page 3)

Junior, Best of Show, and Best Theme model. (I would really like a separate table for this award in 08.) All of our member and club sponsored "special awards" will still be awarded, as usual.

So, the show would be, hopefully, a good time for all. Let's give it a try for 2008 and see how it goes. All of the details can be worked out, if we decide to do it. I believe a vote will be taken at the December TCAH meeting.



### **The 12 Squared Reprints** *by Rick Koehnen*

*Editor's Note: Rick has given TCAH permission to reprint the histories he compiled for the Twelve-Squared line of kits released in the 1980s and 90s. This month we present the ME-262 Lorin and the EP-3E.*



B-17G from an acrylic painting by Bob Arko

## Directions to the Club Meeting Location

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

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

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

miles toward the Fleming Field airport terminal building.

### If coming from east Twin Cities on westbound 494:

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

The terminal is on the right with parking available.

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

Return address requested

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

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

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00 pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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