

The Aero Historian



Volume 43 Number 8

Website: <http://www.aerohistorians.org>

August 2009



Monogram 1/48 OS2U Kingfisher
by Bob Arko

High Flight

by Dave Hueffmeier

"Oh! I have slipped the surly
bonds of Earth
And danced the skies on laugh-
ter-silvered wings"

We've all read it. Many of us
have a copy on the wall of an office,

a cubicle, a work room. But, do you
know that the person who penned
this anthem to flight that is consid-
ered to be one of the finest poems
written during the Second World
War was a nineteen year old Ameri-
can pilot flying with the RCAF in
England?

John Gillespie Magee, Jr. was

born in 1922 in Shanghai, China,
the son of American missionary
John Magee and his British wife
Faith. In 1931, when the Japanese
first invaded China, his father sent
the family to live in the English
countryside in Kent, where John
attended Rugby School and was a
member of the Officers Training

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TCAH Officers

President, Dave Nelson

Vice-President, Larry Donovan

Secretary, Merrill Anderson

Treasurer, Dave Hueffmeier

Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month.

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TCAH This Month

The monthly meeting will be held Saturday August 8, at Fleming Field, South St. Paul, beginning at 1:30 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.

From the Vice President

by Larry Donovan

Hello and welcome one and all to the on-again ramblings of your club's VP! Firstly, I want to give a big thanks to all who helped the July meeting run so smoothly! We welcomed two new members; a wonderful "show and tell" table with some excellently built and displayed kits: and conducted some important new business in regards to Nordic-Con this coming September 19th. I (speaking personally, and stepping (or in my case tripping) off my VP podium) am very enthused about the raffle prizes in the form of gift certificates to our participating vendors; already saving my shekels for that! Thanks also are much due to Bernie Kugel for taking the lead on the judging for the big event. The NordicCon meeting is August 24th at 7 PM at Fleming Field and is being held for all volunteers at Nordic-Con including judges, registration, and general organizational tasks. All interested are very much encouraged to attend and pizza and pop was appropriated by the club for this purpose.

Other events on the very near horizon make for a very busy late summer/early fall as the doldrums of July give way to the wafting smells of fried foodstuffs emanating from the Falcon Heights region of town...in other words State Fair time and our look to the fall in "Minnesota Time" if not by "Calendar" or Meterological time. Need extra time to get some of those kits ready for NordicCon? On Friday August 7th several members will be getting together for another "Paint In" at Fleming Field. The event starts at about 7 PM; bring a kit or two or three, some paint or glue, some brushes or a modeling knife or two. We'll watch a movie or two; talk about life in general, modelling in specifics (sometimes). It has not been unknown that at the conclusion of these Paint Ins that some participants adjourn to a nearby "maisson d'gastrome" for half-price appetizers. The August

TCAH meeting will also be the beginning of our "themed" showtables entitled "Flops and Disasters"...now that can mean anything I commit glue/CA/Paint onto; but more likely we are talking such greats like the Bolton-Paul Defiant, the Blackburn Roc, the prototype Bloch MB 150 which failed to attain flight on its first test. The next theme meeting will be in October: Snakes on the Plane. November's meeting sees a return of the Annual Club Auction, with proceeds going to fund the prizes for NordicCon, and the election of the 2010 Club officers. And don't forget the December Club Contest: any model built in this year (2009) is eligible. Whew!!! Lots going on in the last quarter of the year. Additionally, our next presentation will be an "Intro to Armor" class presented by Kyle Nelson, this is scheduled for the August meeting. Any other members who would like to do a presentation can see me at the August meeting for info on presentation parameters and dates on the calendar.

Ken Hornby has very kindly taken the lead on dealing with the now defunct American Wings Museum in regards to the models built by the late Michelle Choquette. He has established a contact and will be able to fill us in at the soonest possibility. I also want to recognize Frank Cuden's memories of Michelle that he shared at the July meeting. Additionally, I would like to recognized Gary Anderson for his stirring words concerning the passing of his uncle. His words were very moving and I will close on something it stirred in me. I was in Omaha this past May to visit my parents, they had moved there from Chicago last year to be closer to my older sister who could help with their care. On a particularly drizzly day, my wife Ann took my Mom out "garden centering" while I took my Dad to the Strategic Air Command Museum in Ashland Nebraska, just outside Omaha. Due to a serious auto accident some years ago, and recent health issues, my father re-

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THE IPMS TWIN CITY AERO HISTORIANS ANNUAL MODEL CONTEST



September 19th, 2009 (Saturday)

At the North Aire Banquet Hall
6831 Highway 65 NE (Central Ave), Fridley, Minnesota
(2 miles north of intersection of Hwy 65 and I-694)

This year's theme:

Categories:

Juniors
Aircraft
Military Vehicles
Figures
Ships
Automotive
Sci-Fi
Real Space
Dioramas
Miscellaneous
(complete list available online)



Special Category Awards:

Best Competition Car
Most Unique Model
Best National Guard
Best Figure
Best Polish Subject
Best F-4 Phantom
Best Captured Aircraft in
German Markings
Best Vac-form or Resin Kit
Best Smaller Nationality
Military Subject

Models that show a subject at a specific time. The model does not need to be in a diorama. But the date must be described on the registration form. All models will be part of their regular contest categories, so they will be both eligible for regular and theme awards.

Registration: **9:00 am - 12:30 pm**
Awards Presentation: **3:00 pm - 4:00 pm**
Entry fee: **\$10** (unlimited models)

Vendor Room will be open from 9:00 am until the end of the show.

For additional information about hotels, vendor accommodations, etc., please contact:

NordicCon Chair:

Bob Maderich
612-378-2687
robmaderich69@yahoo.com

Registration:

Larry Donovan
(651) 501-4755
tang1win2@usfamily.net

Vendors:

Sean Brzozowski
(763) 670-8633
spitfire.mk5b@gmail.com

For more information go to www.aerohistorians.org

lies on a wheel chair to get around...it did make for some sight going up the long ramp at the entrance as my knee was still in the brace, but we made it. After kind of getting the lay of land, so to speak, my Dad told me to just go on, he was going to look at a few things first. So I proceeded to get pictures of the planes I had kits of (pretty much most of them, except a B-36, but I suppose...). I soon began to realize that Dad was just sitting by an A-26 Invader. Was he tired? Maybe needed to get something to eat? As I went over to him, he said very softly that he had not seen one of these since Korea. It struck me that this is, I believe, the first time he has ever said anything to me about his service in the Korean War. On the ride home we did some talking about Dad's service (he was with the Marines from 1950-1953, went in a private came out a Corporal); as we did the rest of the rainy day back at their house in Omaha, while we waited for our brides to return. Remember our veterans, and seek them out to talk with. I know I will treasure that rainy day in Omaha.

See you at the August meeting



Airline Chatter
by Terry Love

THY, the Turkish airline, ordered 10 Airbus A-330s with an option for 5 more. The airline also ordered 7 Boeing 777-300ERs.

Virgin Atlantic Airlines ordered 10 Airbus A-330-300s worth \$2.1 Billion.

Republic Airlines (not the Republic Airlines that was bought by Northwest Airlines in 1986) has purchased Frontier Airlines, which will bring Frontier Airlines out of bankruptcy.

Republic Airlines also bought

Midwest Airlines for \$31 million.

Boeing announced further delays in its 787 Dreamliner progress. Qantas Airlines of Australia, therefore, cancelled orders for 30 of the high-tech airliner, costing Boeing Billions of dollars.

ANA, All Nippon Airlines of Japan, ordered 5 more Boeing 787 Dreamliners worth \$800 million.

Boeing has delayed the 787 Dreamliner program, but this may inadvertently stave off deferrals and cancellations by airlines with sagging traffic. Boeing has 866 orders on the books from more than 50 customers. Boeing reported 48 787 order cancellations this year, including 30 by Qantas.

Boeing announced their second quarter deliveries. They were 125 commercial airplanes, 8 Apache attack helicopters, 1 Chinook helicopter, 4 C-17 Globemasters, 2 F-15 Eagles, 13 F-18 Hornets, 1 Delta IV rocket, 2 T-45 trainers, and 2 satellites.

Spirit Airlines bought Air Jamaica.

The following airlines of that country are "blacklisted" or not allowed to fly to Europe because, mainly, due to poor maintenance or safety – (these are the bottom of the barrel in the aviation world) –

- 1 – Republic of Congo (53 airlines)
- 2 – Republic of Indonesia (51 airlines)
- 3 – Republic of Angola – (18 airlines)
- 4 – Kyrgyz Republic (17 airlines)
- 5 – Equatorial Guinea (9 airlines)
- 6 – Sierre Leone (8 airlines)
- 7 – Republic of Benin (8 airlines)
- 8 – Swaziland (7 airlines)
- 9 – Republic of Gabon – (7 airlines)
- 10 – Republic of Kazakhstan (7 airlines)

Among those airlines, the follow-

ing are noteworthy, mainly because of their silly-sounding names:

- 1 – Heminalongo – Angola
- 2 – Alafia Jet – Benin
- 3 – Golden Rule Air – Kyrgyz Republic
- 4 – Motor Sikh – Ukraine
- 5 – Dames – Kyrgyz Republic

Sun Express, a Turkish airline, ordered 6 Boeing 737-800s worth \$460 million. Sun Express already has 19 Boeing 737-800s in operation, and 3 Boeing 757s.

Boeing has purchased the Vought production facility in South Carolina, to help smooth production problems with the new Boeing 787. This plant will accelerate and make more efficient the production of the 787. There is a large back order for the 787 – almost 1000.



New Member Profile

Welcome to new TCAH member Mark Rossmann. Mark indicates that "I am interested in WWII and Korea era aircraft, specifically North American Aviation Co. B-25, P-51, AT-6 and F-86 along with F4U Corsairs. My most focused interest is around the VLR Mustang units flying out of Iwo Jima, the 15th, 21st and 506th Fighter groups."



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Corps.

In 1939 the family joined his father's family in Pittsburgh, PA. John graduated from the prestigious Avon Old Farms private school in Connecticut in the spring of 1940. John was accepted to Yale University (where his father served as chaplain), but elected to postpone his education in order to enlist in the Royal Canadian Air Force, as did many young American men who did not want to wait for the U.S. to enter the war to serve. On October 14, 1940 John was sworn in as a member of the RCAF. Training took place in Toronto, Ontario and Ottawa, and he received his pilot's wings on June 16, 1941.

By mid-August, 1941, Pilot Officer John Magee was in Wales, training in Spitfires. In September, he was posted to No. 412 Squadron (RCAF) near Digby in Lincolnshire. John experienced his first action over Dunkirk in November.

On the back of one of his letters to his family in Pittsburgh in September, 1941, John enclosed a "ditty", a poem titled "High Flight" and dated September 3, 1941. He had finished composing the piece upon his return from a flight in a Spitfire Mk. Ia that had taken him up to 33,000 feet. It was his salute to flying so high that the only sounds that could be heard were the sound of your engine and the rush of the air. A proud family sent a copy of the poem to the local Pittsburgh Post-Gazette, which published the piece in its November 12 issue.

On December 11, four days after the attack on Pearl Harbor, P.O. Magee took off with other members of his squadron to practice formation flying. At around 11:30 that morning, as his Spitfire V (coded VZ-H) broke through a cloud bank on the way back to his base, he collided with an Airspeed Oxford being flown on a training flight by a student pilot. Both of the young pilots

were killed. John was buried on December 13 near the Digby Aerodrome in Scopwick, Lincolnshire.

The original copy of John Magee's "High Flight" can be found in the Library of Congress. It was paraphrased by President Reagan in his speech to the nation in 1986, following the Challenger disaster.

High Flight

Oh! I have slipped the surly
bonds of Earth
And danced the skies on laugh-
ter-silvered wings;
Sunward I've climbed, and
joined the tumbling mirth
Of sun-split clouds, — and
done a hundred things
You have not dreamed of —
wheeled and soared and swung
High in the sunlit silence.
Hov'ring there,
I've chased the shouting wind
along, and flung
My eager craft through footless
halls of air. . . .

Up, up the long, delirious burn-
ing blue
I've topped the wind-swept
heights with easy grace
Where never lark, or ever eagle
flew —
And, while with silent, lifting
mind I've trod
The high untrespassed sanctity
of space,
Put out my hand, and touched
the face of God.

— John Gillespie Magee, Jr

THE ULTIMATE REPO

by Terry Love

With the given economy that we are now in, frequently, buyers or lessors can not make their monthly payments. Generally after three months, the item is repoed (is that a good word?) by the lender of the money to purchase the item.

So what is the ultimate repo? A Boeing 747 !!! Now, THAT'S a repo job!!!!!! Note to all airlines – Are your payments up to date? If so, you are not likely to get a visit from repo man Nick Popovich and his crew. However, if you are behind in your monthly payments.....

The producers of the TV show "American Chopper" and "Dirty Jobs" is filming a new reality show series to follow Nick Popovich as he travels the world reposing expensive items, mostly airplanes like Boeing 747s and helicopters. Popovich, who's business specializes in big-ticket items, has repoed aircraft like a Boeing 747, which was bought by an airline who could not afford it. To avoid unnecessary publicity, I will not mention the airlines, but it was based in Europe. Hopefully, since this major repo was filmed, it will be on TV in the near future. In fact, they are planning a TV series around Popovich and his reposing of "high value" items like the 747.

But for Popovich and the 747 repo, he had to figure out how to get past airline and airport security, and grab the 747. He planned it like a military operation. Sometimes, he was in disguise. Popovich said "Often, it gets a little hairy." That is an under-statement.

No word on how the TSA feels about the operation. But Popovich has been held at gun point by security teams, and spent time behind

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B-17G and P-51C Two-Seater



B-17G

(Continued from page 5)

bars for repo jobs gone wrong. Popovich has been in the repo business for 30 years, and has 65 employees called “super repos” who deal in high priced items.

Popovich’s clients are often large banks, which often pay up to \$1 million for big ticket repossessions like the 747. So, airlines, be sure to make your monthly payments. That way, you won’t see your airplane being flown away in color on national TV, which is bad for the airline’s image and publicity.



P-51C Two-Seater arrives at Janes Field



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
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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 Dave Nelson at 651-765-1914.

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.

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