

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 1-494, 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

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 Larry Donovan at 651-501-4755.

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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DRAW DECALS

The Aero Historian



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November 2013



Special Hobby 1/72nd scale Brewster Bermuda
 by Frank Cuden

Serendipity by Ken Hornby

(Noun) - Good luck in making unexpected and fortunate discoveries; the faculty or phenomenon of finding valuable or agreeable things not sought for.

Is there such a thing as fate, luck or chance? As they used to say on the old "Twilight Zone" program – "submitted for your approval" are the following stories. I leave it to the reader to determine if fate intervened in their outcomes.

1. Tempests, Vampires, and Wisconsin

For many years a local publishing house has had an annual sale in a small town in Wisconsin. In the years before children my wife and I sometimes made a weekend of it, staying in a B & B and attending the town festival that the book sale was a part of. Damaged or irregular books were 50% off, sometimes more. You never knew what you might find. One particular year I found the books "Spitfire Leader", a biography of Evan Mackie, the highest scoring New

Zealand ace of WWII, and "The Typhoon and Tempest Story", a history of the two Hawker aircraft with plenty of photos. That afternoon, my wife and I strolled through town and stopped to browse in one of the antique shops. Nothing caught my eye until I noticed a table heaped with various old electronic devices and what appeared to be aircraft instruments. Amongst the clutter I spied a black cylinder emblazoned with large red letters on the side that said "DO NOT JAR - HANDLE LIKE EGGS". How could I resist digging that

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TCAH Officers

- President,** Johannes Allert
- Vice-President,** Frank Cuden
- Secretary,** John Dunphy
- Treasurer,** Tom Norrbohm
- Historian,** Tom Norrbohm
- Sergeant-at-Arms,** Bob Maderich II

Newsletter Info

Article Submission Deadline: 22nd of each month

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TCAH This Month

The monthly meeting will be held Saturday November 9, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



From the Prez
 by Johannes Allert

Welcome to the November! This particular meeting will be a busy one filled with membership renewals, voting for club officers, and making a decision regarding Nordicon 2014.

Feedback from our last month's meeting was very constructive and a lot of misconceptions were cleared up. Regardless of whether or not we host next year's event, everyone (we hope) understands that it's crucial to strike a balance between responsible spending and hosting a fun and engaging event. Any club(s) that embark on this type of endeavor know they have to manage costs not only for that particular event, but also their meeting space, newsletter, membership, etc. Additionally, members must consider thinking long term for larger events such as hosting a regional or national. Frequently, we hear our membership voice interest in such things. Regardless of whether or not those ideas come to fruition, we as officers know that such plans require money and that money doesn't grow on trees. As a club we have approximately \$5000 in our coffers. On average, Nordicon costs approximately \$2,000 to run for a one day event. You can do the 'beer math' and double that for a two day event. Yes, with the exception of 2001 we have always broke even or made money, but it's our responsibility to take into consideration that 'one exception.' We often hear "if the club breaks even at an event that's good." Correct! It is good, but consider the venues and vendors we deal with. Do they remain in business just to "break even"? Coming out ahead keeps

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From the VP
 by Frank Cuden

I wanted to expand a bit on what I mentioned at the last meeting. Each and every year, the Officers serve at the pleasure of the membership which means they oversee all club functions, and sometimes, quite honestly, its like herding cats! At the October meeting, I touched on why members attend meetings. With all of the great NordiCon discussion, I personally, was impressed with members suggestions as I kept in mind that not everyone is "into" contests as being the sole reason they attend any given meeting. One could define our "monthly merry meeting band" as a cross-section of society, in that most likely, everyone has their own reason for both club involvement and attendance. I think you all know what I mean and so, and I won't go into detail in this column. Catering to multiple interests is sometimes frustrating, however, when it comes down to it, the membership votes as a whole on every issue that comes before the club - that's the way it should be, with the old "majority rules" prevailing, when all is said and done. However, I think we have to keep in mind that one project, issue, or recommendation perhaps is NOT necessarily important to the membership as a whole, and so, from time to time, we have to consider any one of those as being the greatest good for the greatest number.

And as with families, the issue of club coffers and how to maintain a healthy balance in the savings account does raise its ugly head from time to time as we attempt to stay ahead of the curve. President Johan has

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NordicCon
 by Bob Maderich II

This is a sincere thank you to all who came and displayed their models at this years annual Nordicon show. Also, all of you on the committee, all who helped the day of, and all who were vendors deserve a nice round of applause for your contributions.

The show, held on September 27, was in a new venue, that got universal rave reviews. I really hope we can keep the show at the Base Camp in the future.

We had 316 models on display and though the numbers

were a little down from previous years, the quality was outstanding! We also had a busy raffle corner, a Make and Take, and 2 fine seminars this year. Financially, we came out ahead and I think that will only get better in the future.

We will be moving the date for the 2014 show. This should garner more modelers from the Midwest, that couldn't make it this year due to conflicting shows at the end of September. But, we will not be moving the venue, so that this show has a permanent home from which to grow and mature.

Thanks again from Dave Nelson and myself for all who

gave of their time and talent to make this a great Midwest modeling event.



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damaged. It crashed in a remote bay just up the coast from Broome. Most of the men were thrown clear during the crash and the doctor was last seen trying to rally as many as he could among the sinking wreckage. After 30 hours in the water, one of the men washed ashore. He was the only survivor.

2Lt. Petschel gave his life far from home in a war that had just begun. I hope he knows how it ended.



On The Table—October 2013

Modeler	Kit	Manufacturer	Scale
Erik Zabel	Aliens Dropship	Halcyon	1/72
David Gatts	A/T-37	Monogram	1/48
"	La-5FN	Hobbycraft/Canada	1/48
Bob Steinbrunn	Bell OH-13	Corgi	1/50
"	Bell UH-1C	Corgi	1/50
"	Bell UH-1H	Franklin Mint	1/50
"	Sikorsky CH-34	Corgi	1/32
"	Hughes TH-55B	Hughes Factory	1/32
"	Agusta A-109E	New Ray	1/50
Mark Rossman	F4U-4B	Academy	1/48
"	RF-86F	Hasegawa	1/48
Bob Maderich	Turdan 194	Tameo	1/43
"	Fokker F-1	Roden	1/32
Don Stauffer	O-38	Pavla	1/48
Keith Brusten	King Tiger	Trumpeter	1/16
Jim Kloek	E-2C Hawkeye 2000	Hasegawa	1/72
Winston Vermilyea	He-219	ZM	1/32
"	P-51 in progress	Tamiya	1/32
John P. Ross	F-8 Crusader	Academy	1/72
John R. Ross	F-86	Airfix	1/72
Michelle Choquette In Memoriam	YOV-10D	Scratch-built	1/32

Upcoming Model Events
by Mark Jacques

1 February 2014 – 17th Annual Hope It Don't Snow Show - IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16th St. SW, Rochester, MN. For more information, contact Kris Krco at 507-254-4646 or zvm@gmail.com or visit the club website at www.royalresin.net/ZumbroValleyScaleModelers.html

22 March 2013 – 9th Annual Model Show and Contest – IPMS/South Central Modelers of Minnesota @ Five Lakes Centre, 308 South State Street, Fairmont, MN. 9:00am to 4:00pm, Registration 'till Noon; Entry Fee: \$1.00 per model. Website: http://public.fotki.com/73superduty/south_central_model/; contact Gregory Pausewang 57chevy1957@bevcomm.net or at (507) 526-3531.

12 April 2013 – SURGICON 20 – IPMS Plastic Surgeons @ The Euclid Room, 2540 E. Euclid Avenue, Des Moines, IA. For more information please visit the club website @ www.ipms-plasticsurgeons.com or contact Aimee Wright 515-292-3395 or ithondagirl@gmail.com

26 April 2013 – Fleacon 109 – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 or librarian@gl-iowa.org or visit the club website <http://ipms-usa-lippisch-chapter.org/wordpress/>

6 to 9 August 2014 – 2014 IPMS/USA Nationals – Hampton, VA. Watch the IPMS/USA website and the Journal for more information.

18 October 2014 – 2014 Region 5 Regional Convention / IPMS West Central Missouri – information will be posted in the near future.



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us ahead of any changes in the marketplace. Additionally, since 2001 we have contemplated a worst-case scenario when it comes to our current meeting space. There is always the chance that we might lose it or that the rates might increase.

Please understand that if any of us express concern over hosting Nordicon, it's not because anyone is against it. Quite the contrary. Having an open mature and constructive discussion such as the one this past month avoids club burn out or overspending and prevents repeating mistakes or tackling larger issues in the future. Going forward, we'd like the membership to remember that however annoying the talk of money or contests gets – we are always thinking long game. If that philosophy is something that remains an issue for any individual for whatever reason, they have the freedom to exercise their options. So this month, besides voting for club officers, the choices concerning Nordicon 2014 are as follows:

- Enter into a prearranged agreement with another club(s) to run it jointly.
- Maintain our leadership role as club sponsor for Nordicon 2014.
- Refrain from hosting Nordicon in 2014 and allow another club (s) to sponsor next year's event.

Keeping in mind each of these choices holds their own ramifications, members should vote not only with their consciences, but with their convictions. Nordicon can only be as good as those who actively participate in it and maintain the attitude that it's a FUN event rather than a mandatory one. We will review and briefly discuss the aforementioned choices before making a final vote. See you next month!



Secretary's Notes
by John Dunphy

OLD BUSINESS: Dues are due by January 1st. Club election is in November. No nominations made.

NEW BUSINESS: White Elephant Contest is in November. Club Contest moved to January 2014. MN Aviation Museum nominated John Valo for Artist of the Year.

NORDIC CON REPORT: 74 entrants this year. 500 kits donated to the raffle by club members. Made a profit of \$120.00. Proposals for future Nordic Cons: Keep the location the same; move to last Saturday in October; share running the show with other clubs; less expensive awards.

Vote on hosting Nordic Con 2014 will be held at the November meeting.



Treasurer's Report
by Tom Norrbohm

No changes in the club finances due to my being in Chicago during the October club meeting.



Airline Chatter
by Terry Love

Airbus has developed a short range domestic version of their Airbus A-330-300. Seating is 400. This new jet would meet the high demand in high density short haul markets, especially in Asia.

Airbus announced that through Bank Of China, the Chinese Communist Government via the Bank Of China. has ordered 25 Airbus A320s to be built in China.

Qingdao Airlines, a new airline based in the eastern Chinese city of Qingdao. They ordered 23 Airbus A-320s through the Chinese Communist Government. They will be built in China.

West Jet Airlines of Canada ordered 65 Airbus A-32-s valued at \$6.3 billion.

Vietnam Airlines ordered 19 Boeing 787 Dreamliners. The deal is valued at \$4 billion.

American Airlines will hire 1500 pilots over the next 5 years. The merged airlines of U S Air and American Airlines will have lots of senior pilots who will be retiring. Also American Airlines wants to expand their international flying.

Alaska Airlines ordered 5 more Boeing 737s for \$481 million. With this order, Alaska Airlines has 72 Boeing 737s on order.

Frontier Airlines division was sold for \$145 million by Republic Airlines. It went to a private equity firm Indigo Partners run by the former CEO of Spirit Airlines.

Boeing announced that the

production rate of the 747-800 model is 3 per month. They have 53 on order, or about 2 years of production. With no more orders, Boeing will shut down the production line of the 747s that opened up in 1968. Boeing will also be shutting down the C-17 production line in about a year.

Japan Air Lines ordered 44 Airbus A-350s with an option for 25 more. This is the first time that JAL has ordered from Airbus. They have always been a Boeing customer.

Etihad Airlines of Dubai wants to expand now, and not wait for new airliners. So they bought 5 Boeing 777-200s from Air India.

American Airlines will add nonstop flights to Hong Kong and Shanghai from Dallas next year.

VivaAero Airlines of Mexico ordered 40 Airbus A-320s worth \$4 Billion.



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raised some of those concerns in his column this month - contingency monies, were we to have to find new meeting quarters, operating funds to take care of expenses such as NordiCon seed money, newsletter costs, putting on the feed bag once a year at a meeting, contest awards procurement, and I could go on from there. Unfortunately we can't vote to increase the "debt limit" and so we have to operate within our means.

As I'm sure is the case with anyone holding office in TCAH, perpetuating the clubs existence is paramount, and so each year, the Officers try to make meetings both interesting and fun for all

attendees while at the same time, trying to keep things running smoothly. Hopefully, as a result, everyone's "itch is scratched." If that is not the case, then we must endeavor to try harder to cover all the bases. The fact that our club will have experienced 50 years of continuous operation in a couple of years, speaks well for past leadership and although things have never gone as smooth as perhaps they could have, the club has survived. That's the bottom line and the very reason why each administration strives to keep things on an even keel. Compliments, opinions, suggestions, criticism and complaints are like clothing - everyone has them and that's as it should be. Membership involvement in what interests them is important too. With the variety of interests, surely there is something YOU can do for the club, from running for office to committee chairmanship or committee membership to volunteering to do SOMETHING when the need arises. For example, do you know who is responsible for putting together the newsletter each month? How about the guys who take photos of what's "On The Table?" Who helps unload all of those goodies at our monthly "traveling hobby shops?" There's always a need for someone to step up and lend a hand.

And so, perhaps I've raised a few points to ponder as we head toward the November meeting. Rest assured, we all want TCAH to enjoy another 50 years of existence, and no matter the level of involvement, lets all lend a hand from time to time as we share our talents to continue the journey. Thanks for reading this and thanks for being a member.



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out? It turned out to be an artificial horizon. A closer inspection showed it was a WWII era Royal Air Force "Artificial Horizon Mk1B" and had hand painted notes on the top saying it had been removed from a Tempest and later installed in a Vampire V, including serial numbers and dates! After a remarkably short period of whining, my wife let me buy it. We had a fun afternoon together and went home that evening.

Several days later I was going through the "Typhoon and Tempest" book, reviewing the multiple appendices covering production batches, serial numbers, victory claims, etc., when I made an exciting discovery. Using the appendices in that book I learned that the artificial horizon came out of a Hawker Tempest V that had been used in combat in WWII and was converted to a target tug after the war. Flown by various pilots in 80 Sqn, 2nd TAF, on December 25, 1944 it was credited with an Arado Ar 234 "Damaged" which subsequently crash-landed and was written off. Although not officially credited as destroyed, this was actually the first Ar 234 shot down in WWII. Then on January 23, 1945 in two separate sorties it was credited with two FW190's and an Me109. The Me109 was claimed by S/L E. D. Mackie. Yes, that Mackie – top-scoring New Zealand ace of WWII.

So - In one small Wisconsin town I had randomly, on the same day, bought two books and an aircraft instrument. I was able to use one of the books I'd bought to determine that the instrument had come out of a WWII combat-veteran RAF fighter, which had been flown at least once by the subject of the



other book I had purchased – Wing Commander Evan "Rosie" Mackie who had flown it for one of his 20 victories. What are the chances?

2. A March Mystery

I'm of an age that I have begun to find familiar names in the daily paper's obituaries. While scanning that particular section on March 3, 2012, under the "In Memorium" column, I noticed a photo of a WWII-era aviator. The included text said he had been killed near Broome, Australia on March 3, 1942, 70 years before. Since an appreciation of history is rare, I was intrigued that someone had taken the time to remember this young man who died so long ago. It also reinforced the feeling for me that these men weren't just names in a book or faces in a faded photograph – they were real people. I cut out the notice with the idea of researching the circumstances of his loss. I put the clipping on my work bench where it became an intermittent reminder that I hadn't followed through on my intention. Some

time later, while randomly browsing the internet, I came across a recent book specifically about the attack on Broome in 1942. It took me a moment to realize why I had such an urge to buy it. I turned around and there sat the old newspaper clipping. I bought the book and was reviewing the invoice emailed to me when I noticed the date – March 3, 2013, exactly 71 years since the young Minnesota native gave his life and one year to the day since I first saw the notice in the paper.

Summarized from "Zero Hour in Broome" by Dr. Tom Lewis and Peter Ingman –

2Lt. Howard K. Petschel served in HQ of the 7th Bombardment Group in Java in 1942. Wounded during the fighting, he was evacuated in a B-24A Liberator March 2nd on the last USAAF flight out of Java across more than 1,000 miles of open sea to Broome, Western Australia. Broome was the closest friendly airfield capable of handling large aircraft, and

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November White Elephant Event

By John Ross

This is a reminder to bring your wrapped, unstarted, complete kit to participate in the White Elephant. It is suggested that the kit be about a \$20 value or more. For those that participated last year, bring in your completed kit for preferential selection and immunity to sniping.

For those that don't know what the White Elephant is, it's basically a kit/gift exchange. You must bring a kit/gift to participate in the event. Upon arrival, check in with your gift and register. After everyone is registered we will have a drawing for the order of the event. People who completed and brought their White Elephant item from the year before are placed into a different drawing order for better selection. The process will start with the first name drawn from the bucket. That person will select a gift from the pile and open it. Then return to their seat. The next person has the option of sniping (stealing) that item or taking from the pile. If the item is sniped, the person that has been sniped returns to the pile and selects another item. This process repeats itself until all the gifts have been issued. In addition to being selected at the end of the process, people that brought their completed kit from last year have immunity from sniping, in other words, people can't steal their item.

This is a fun and sometimes loud event filled with action and a fair amount of taunting. Often times after the event some horse trading takes place and that can be just as much fun as the event itself.

Hope you will join in the fun. Again please bring about a \$20 value kit, unstarted & complete and gift wrap it.



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became the first stop on the relay across Australia during the evacuation of Java. Overnight, the Liberator was refueled and carefully loaded with a large number of wounded, including 2Lt. Petschel, and the doctor caring for them. Early on the morning of March 3rd, nine Zero

fighters of the 3rd Air Wing from Timor conducted a surprise attack on the undefended town. There were a total of 23 aircraft present in Broome that morning, either on the harbor or the airfield. Many were filled with Dutch civilian evacuees from Java. Only one aircraft survived the attack. Shortly after take-off, at about 300 ft. altitude, the casualty-laden B-24A was attacked from astern by a single Zero. The tail gunner in the Liberator shot down the Zero but not before the B-24 was critically

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