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Reminders:

- Swap meet this month no show and tell
- Submit ideas for Theme of the Month

Theme of the month:

After Holidays Sale!

THIS IS GOING TO BE A GREAT YEAR

If you can believe it, 2003 is already over and we are now in 2004. Even more amazing is that this newsletter has been put out continuously for 12 months now. I would like to thank all those who have contributed and I hope that everyone is enjoying the newsletter, especially those members who are unable to attend meetings regularly. It is my intention to keep things as they are with the newsletter and put in a little club business and as much hobby related content as possible. So far, so good.

This year we will be hosting the IPMS Regional for Region 11, so we need to start putting together the show committee. Our meeting this month is a swap meet, so we will be cutting business short and not doing show and tell. Think about whether you would like to be on the show committee or just volunteer some time to help out at the show and we will gather names in February and put the committee together. We are always in need of help with setting up, registration, and judging, so give it some thought. We can't do it without volunteers.

Over the next couple of months we are also going to clean up the roster and publish a new one. We have had several new members join and have had a few folks disappear. If you are not able to attend meetings but still want to receive the newsletter and be a member of the club, make sure to contact Charlie Hess and get your dues in, if you have not already. All those who attend the meeting should already have paid their dues for the year. Those who have not paid will be dropped so we can put together an accurate roster.

We also need new ideas for Theme of the Month, so let me know any suggestions you have. 2004 should be a busy and fun year for our club and I am looking forward to it. I hope everyone finds time this new year to spend with family, friends, and models!

HOLIDAY DINNER 2003



The 2003 holiday dinner was great. Thanks to Ed and Judi Mayday for their efforts in organizing the dinner and especially for the surprise raffle of the aviation art work. Thanks to Larry Williams for the pictures, only one of which is shown here. Larry has many more pictures from the holiday dinner. For those who are interested in more pictures, let Larry know so he can forward them to you. The winners of the 2003 Pelikan Master Modeler award and the John Crown Spirit award were announced. George Hecht won the Pelikan Master Modeler award for his incredible scratch built K5 rail gun and Bernie Schulte won the John Crown Spirit award for his long standing commitment to the club. Congratulations to both and thanks to all those who participated. All in all, it was a great way to wrap up the year.

IPMS UPDATE

As some most of you know, there were several proposals put forth at the last meeting regarding changes to IPMS Regional shows. I have sent the results of our votes to the Region 11 Coordinator. I have not heard back on the results of all these proposals, but I have heard from the Region 11 coordinator that the proposal to use the same rules for Regional and National level contests has passed in Region 11. The final decision from IPMS will not be made until all chapters have sent in their votes. The Region 11 Coordinator has also asked for clubs to nominate themselves for the Club of the Year award for 2003. He asks for listing of accomplishments from any club that wants to be in the running for the award. If anyone wishes to respond to this request, please feel free to create a club resume for 2003 and we will submit it to him. At this point, nothing has been submitted for our club, as it seems we will have much more to brag about this year, as we are holding the Regional show for 2004.

A CLOSE CALL

BY HANK KRAMER



To those of you who are wondering what happened to the DHL A300B4 coming out of Baghdad last Saturday, take a look.

Aircraft was hit at 8000 FT, lost ALL hydraulics and therefore had no flight controls, actually did a missed approach using only engine thrust and eventually (after about 16mins) landed heavily on runway 33L at Baghdad. This was fortunate because with no steering the aircraft veered of the runway to the left, had they landed on 33R veering to the left would have taken them straight into the fire station. The aircraft then traveled about 600 meters through soft sand taking out a razor wire fence in the process, see LH engine pic, and came to rest almost at the bottom of the sloping area between the runway and a taxiway. All three crew evacuated safely down the second slide, the first one tore on the razor wire.

I flew in with a team on Tuesday in one of our Metros and some special equipment we'd had made locally in Bahrain and some provided by Airbus. Using a USAF D9 Caterpillar pulling a 100 meter cable fitted to the back end of each bogie and a nice new aircraft pushback tug with a tow bar on the nose gear, we were able to remove the aircraft just on dusk on Tuesday night and towed it to an Iraqi Airways graveyard on one side of the terminal. We stayed overnight in the USAF camp on the airport and went back to the aircraft on Wednesday morning to allow the insurance survey to be completed and then secure the aircraft.

Basically, LH engine rotates in a fashion, has ingested lots of razor wire and is knackered. RH engine has seized, probably from ingesting loads of sand at maximum reverse thrust and inlet cowl has unacceptable lip damage, probably from hitting the razor wire fence posts. The No 8 axle appears to be cracked as the wheel sits at an odd angle. The bulk of the damage is the LH wing. About 3 metres of rear spar is missing in front of the outboard flap, the wing has bulged upwards and downwards where the initial explosion appears to have occurred, one O/B flap track is hanging in the breeze and one has a small piece of flap still attached, the rest of the flap is nonexistent.

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A CLOSE CALL CONTINUED

The pics show the huge crack that has occurred to the rear spar inboard of where the spar has burnt away, possibly from loads on the wing during the landing process.

The front spar appears to be intact. The point of entry pics show where a projectile entered Tank 1A, which was full of fuel, and, after it ignited, proceeded to burn away at the spar. The fuel tank ribs in the area directly in front of the O/B flap are burnt almost 50% through.

The crew obviously did a fantastic job in getting the aircraft back on to the ground and one can only assume that it was most fortunate that they were not aware of the state of the wing as they could not see it from the cockpit. It also says a lot for the structure of the aircraft that it withstood the impact of the (whatever is finally determined to have hit it).

I'm sure there will be lots of other photos and videos flying around the net, but at least these ones are genuine. The worst part for us was the airport was shut down on Wednesday and we had to be driven in an armour-plated Landcruiser Troop Carrier from Baghdad to Balad, 60 miles to the north, from where we flew back to Bahrain in our Metro again.

I trust you will all appreciate just how lucky these guys were.

Note: Hank has many more pictures and some interesting pictures of the recovery of the USS Cole. I can not put too many pictures in the newsletter or else it becomes too large and a bear to download for those without high speed connections. Please let Hank know if you would like to see more.

DAVE'S MUSEAM REVIEW
SINSHEIM MUSEAM PART II

Part II, Duetshe Auto Teknik Museum, Seinshim, Germany

I forgot to mention last month that my little daughter will be appearing every once in a while. Last month, she was in the photo of the SturmTiger and M-4 Sherman.

Aircraft displays inside

Bell 47G helo	Ka-26/HOODLUM helo
Dornier Do-17	Junker Ju-52
Fiesler Storch	MiG-15/FAGOT
An-2/COLT	Hienkel He-111
Me-109	Some old WW I plane

Aircraft displays outside

British HS 748 transport	MiG-23/FLOGGER B
L-39 Albatros	MiG-21/FISHBED J
Canberra (B-57)	Fokker F-614 transport
Junker Ju-52	French Noratlas transport(look, there's my daughter again)
DC-3 (C-47)	Britten Norman Islander
Il-18/COOT A	Mi-17/HIP H helo
Tu-134/Crusty	
Su-22/FITTER K	

Speyer museum annex location.

The original museum outgrew its facilities so it combined with a small museum in the city of Speyer, about 50km to the west near Ludwigshafen.

Indoor displays

Fouga Magistir	Fouga Magistir
F-86 Sabre	MiG-15UTI/MIDGET
Mirage III	Mi-2/HOPLITE helo
Alpha Jet	Fiesler Storch
TF-104G Shooting Star	OV-10 Bronco
L-29 Delphin	DUKW
Junker Ju-52	2 1/2 ton truck (look, there's my daughter again)
Bell 47G helo	

Really cool display of the WW II German aircraft carrier Zeppelin in 1/72. Ten aircraft are on the deck, hard to ID but includes at least three Ju-87s and seven probable Me-109s. Our ship guy should really like these photos.

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SINSHEIM MUSEAM PART II CONTINUED

Outdoor displays

MiG-23/FLOGGER E

An-26/CURL A

MiG-21/FISHBED J

Su-22/FITTER K

Mi-8/HIP C helo

Mi-24/HIND D helo

An-2/COLT

F-4C Phantom II (Mich ANG)

Flying-

Aeritalia G-91

Fairy Gannet

F-4J Phantom II (Blue Angels)

MiG-23/FLOGGER E

T-33 Shooting Star

F-104G Starfighter

Mi-14/HAZE A helo

F-101B Voodoo

F-15A Eagle

L-39 Albatros

Fuselage of Blohm und Voss

Boat, Bv-22 I think

Alligator bridging vehicle

M-32 ARV

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questions, or
comments,
contact Robert
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The coolest displays at Speyer were delivered after I left. In 2001, an An-22/COCK four-engined, contra-rotating propeller transport was brought in. What a huge aircraft, largest in the world until the C-5 flew. I wish I had seen it.

Also cool is a B-747-200, mounted on a STICK! My friend in Germany says it feels really weird being in the plane while the wind is blowing!