

The Aero Historian



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September 2001



Last Flight of Captain Albert Ball

By Jeff Fries

At around 8:30 P.M. May 7th 1917, a British S.E. 5 scout machine Crashed behind the German lines at Faschoda Farm, near the village of Annoeullin, Northern France. German troops hurried to the scene and found the machine completely wrecked. Its pilot was dead and, from his identity disc and papers, was found to be that of Captain A I- bert Ball.

One and half miles away from this crash a German Albatross D III scout had made a forced landing at Bauvin at almost the same time. The German pilot left his red painted machine and introduced himself to local officers as Leutnant Lothar von Richtofen of Jagdstaffel 11, stationed at Douai. Albert Ball was probably the best known pilot produced by the Royal Flying Corp during the First World War His fame in late 1916 came from flying a Nieport Scout with 60 Squadron RFC

On his return to England in October 1916, he had already been awarded the DSC and MC Ball, was the most successful British air fighter and, after performing instructional duties, was appointed Flight Commander in the newly formed 56 Squadron which was preparing to proceed on active service. This unit was the first to receive the new S.E. 5 Scout and it arrived in France during April 1917.

April was a particularly bad period for the pressed RFC. The new German Jagdstaffeln were taking heavy toll of the British squadrons engaged in supporting the Arras offensive. Leading the German onslaught was Jasta II under the command of Manfred von Richtofen. This unit was stationed at Douai and on its strength were several first class air fighters, such as Kurt Wolff, Karl Allmen-roder, Karl Schaefer and Lothar von Richtofen, the younger brother of Manfred.

Lothar had been with Jasta 11 since March, and had already developed into an aggressive fighter whose score was rapidly mounting. The red painted scouts from Douai were a painful thorn in the British side and the arrival of 56 Squadron was a welcome reinforcement. Near the end of April the new squadron commenced offensive patrolling and by May 6, Ball had destroyed a further eleven German aircraft. On May 7th, on orders from the 9th Wing, 56th Squadron together with six Spads from 19 Sqn, prepared to patrol the Douai-Cambrai area in order to seek and engage any enemy scouts in the vicinity of their airfields. At 5.30PM eleven S.E. 5 machines left their field at Vert Galand and after one returned with engine trouble, the rest crossed into German territory. The squadron flew in three tiers, bottom layer consisting of Ball and Lt K.J. Knaggs who were at 7,000 ft. The weather was bad with rain and heavy cloud, the two upper tiers led by Captains C.M. Crowe and H. Meintjes, climbed above the clouds where Ball and his companion continued below.

Further heavy cloud were encountered and the upper two tiers were separated while dueling with the German aircraft.

A series of running combats ensued with British and German machines appearing from and vanishing into the heavy clouds. It had been prearranged that in the event of dispersal, the squadron was to rendezvous over Arras, it was here Ball, Crowe and the rest joined company. During this time period, Jasta 11 had been patrolling in the vicinity and had experienced the same difficulties from heavy clouds. On this day Manfred von Richtofen was on leave and the German unit was under the command of Lothar. That evening the formation included Wolff, Ilmen-roder, Simon and von Pluschow. Shortly after the British joined company over Arras they were attacked by four German scouts, and were again dispersed. Crowe was engaged with other enemy aircraft and later patrolled alone until he saw Ball in his vicinity. As he watched Crowe noted that two red signal lights rise from Ball's machine, it then began to dive towards Lens.

Crowe followed his companion and then saw that Ball was following a single German machine. Ball attacked the machine and after breaking away the pursuit was continued by Crowe. The German was attempting to reach some nearby clouds when Lt. J.M. Child a Spad pilot from 19 Sqn appeared on the scene and opened fire. A British Naval tri-plane then approached, but Ball resumed his attack and followed the enemy machine into heavy cloud. Crowe followed but was unable to find any trace of Ball or his opponent. After continuing his patrol, he returned to Allied lines. As far as is known this was the last ever seen of Albert Ball. In addition to his loss, Second Lt. Chaworth-Musters of 56 Sqn was also reported missing. Two other pilots were wounded.

Jasta 11 suffered the loss of one pilot, von Pluschow wounded. Lothar was forced to land a damaged aircraft. On May 8th the German wireless had reported that a "Lt. Richtofen" had shot down an English "three decker" whose name was Captain Ball. At the end of May, a German aeroplane dropped a black metal cylinder behind the British lines. The cylinder contained a type-written message in German which stated that Ball had been killed in action in a fight on May 7th. It also stated he was buried at Annoeullin. An official Red Cross telegram stated that Ball had been reported killed on May 7th in an aerial fight. It was stated that certain personal belongings were returned to his family. This was Lothar's 17th victory. His combat report quoting the fact the dead pilot was a Captain Ball. He described the machine as a British tri-plane and gave its engine number as a Hispano-Suiza 10046.

Supplements to this newsletter can be found at: <http://www.aerohistorian.com/newsletter>
Information about the Air Guard Museum can be found at: <http://www.mnangmuseum.org/>
Information about the American Wings Museum can be found at: <http://www.americanwings.org/>

TCAH This Month

September 8th Book Sale at
Osceola Wisconsin, TCAH meeting
Theme: "Record Breaking Aircraft"
September 15th: TCAH Sponsors
4th Annual "Nordic_Con" Contest



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The Last Flight of Albert Ball (con't.)

Four witnesses attested to Lothar's claim of dowing Albert Ball. The first eye witness an officer from Kite Balloon Section 1, reported seeing a tri-plane fall out of control. The second was an Air Service officer that went to the scene of the crash. The third, serving in Flak Gruppe 22 had reported a tri-plane shot down, and the fourth from Kite Balloon section 22 had observed a British aeroplane crash near Faschoda and a German machine land at Bauvin.

These facts then constituted the basis of Richtofen's claim, it would have been quite straight forward, if it would not have been for the fact that Ball was flying a S.E. 5 which is a bi-plane and not a tri-plane. Ball had flown from Vert Galand in S.E. 5 No. A-4850. powered by a Hispano-Suiza engine numbered 10046, although Richtofen had quoted the correct engine number his description of the machine as a tri-plane was obviously incorrect. At the time of the incident the S.E. 5 was a virtually unknown aircraft to the German aviation units. The machine had been developed in late 1916 and 56 Squadron had received its new mounts in early 1917. For a short time, after the arrival of the unit in France its pilots were not permitted to cross the lines for fear of forced landings and capture, but as earlier stated, the first offensive patrols were made at the end of April.

By this period of the war the Germans had an efficient Air Observation Service, the Flug-meldedienst, operating at the front. The officers involved in these duties reported Allied air movements, tactics etc, and reported all aircraft shot down in their respective areas. All information obtained from such sources was forwarded to the Air Service Department B (Nachrichten und Presse), the Intelligence HQ, from where it eventually passed to the operational units. As a general rule, the standard of aircraft recognition was not high, in both German and Allied Units, machines tended to be classed into various groups such as "Fokker, Albatross, Sopwith and B.E." etc. Little apparent attention was paid to the various mark numbers, etc., and this fact frequently hindered exact identification of individual machines. Following the first air encounters, the German Air Service must have been aware via combat reports of the appearance of a new British scout machine, but until an example was brought down its details would have remained vague. The first S. E. 5 to fall behind the German lines, at the same time the first casualty of 56 Sqdn, was piloted by 2nd Lt. M.A. May. This machine, believed to be No. A-4865, was shot down in aerial combat on April 29th, nine days before Ball's death. The details of this aircraft would certainly have been recorded by the German Intelligence and Technical staffs, but this obviously would take time. In aviation and observer units. No other S.E. 5 aircraft were lost over German territory before the fateful day, May 7th. It is interesting to note that shortly after the German wireless report of Richtofen's victory, an account was published by the German Wolff News Agency. This account described Ball's aircraft as being a new British aircraft which had only recently appeared on the front. As Richtofen had claimed a tri-plane, it is possible that the account referred to the Sopwith Tri-plane. This aeroplane had first appeared at the front during late March 1917 and had already created a great impression on the German Air Service. As mentioned earlier, a LT. R.M. Chatworth-Musters of 56 Sqdn was also reported missing from the evening patrol on the 7th of May. This officer had formed part of the top flight and had been flying a S.E. 5 No. A-4867, possibly the aircraft claimed.

By May 7th, three S.E. 5 aircraft had fallen into German hands, all in badly damaged condition. This lack of detailed knowledge of the type would not affect the fundamental difference between that machine and a tri-plane, which remains the most important discrepancy in Richtofen's account. The German was an experienced pilot and well acquainted with most types of British aircraft. He would have known that accuracy was most important when claiming an aerial victory and there is little doubt that he considered that his last opponents that evening were tri-planes. It would seem that after losing contact with his comrades, Richtofen had patrolled alone and turned for home when the light began to fail. At this point he was attacked from behind and above by enemy scouts, presumably Ball, Crowe and Child. Escaping into the nearest cloud bank, Richtofen probably saw the British aircraft and its possible that this machine fired on the German, Richtofen would not have had time to study his attackers from the rear and in the failing light, must have assumed them to have been companions to the Tri-plane.

One of his attackers had followed him into the cloud bank and a close range engagement followed, which ended with the British machine falling out of control with Richtofen's Albatross had also received damage and He quickly force landed. This explanation of the incidents would account for the discrepancy in Richtofen's report and would fit the general circumstances of the action. Some accounts of the incident state that Richtofen was wounded, but this does not seem to have been the case. He quoted damage to his machine and would certainly have reported the fact of being wounded. This view is supported by an account given by his brother Manfred, who again mentions damage to his brother's machine but does not refer to any wounds. On 9th, 10th, 11th and 13th of May Lothar claimed the destruction of other British machines which would seem to confirm the fact that he was not wounded on the 7th of May. Lothar was certainly wounded a short time later, but there would not appear to be any reason to believe that he received injury on 7th of May.

Parts of the fallen SE. 5 were removed and eventually forwarded to Richtofen's home in Silesia, later to find a place in the family museum. It was at this stage that a further aspect of the incident should be noted. There is little doubt, but that the German ground forces in the vicinity of Annoeullin were convinced that Ball had been brought down by anti-aircraft fire. The German troops were frequently harried by low flying aircraft and as a result, it was usual for high angle machine guns to be mounted at convenient sites, normally in the vicinity of balloon sections or on roofs of high buildings. The weapons employed were normally standard Maxim's guns but light, air-cooled arms were also used at that time. Such positions were often manned by infantry units, as regular anti-aircraft troops normally operated the larger calibre weapons in battery groups.

The Last Flight of Albert Ball (con't.)

It is known that antiaircraft positions of this type were present in the Annoeullin district and one is believed to have been located in the tower of a local church, about 5 miles to the east. On the evening of May 7th, these units would have been alerted by the heavy aerial activity and the possibility of hostile aircraft operating below the low cloud level. Late in the evening, antiaircraft fire was directed at a low flying British aeroplane, as it was observed to crash at Annoeullin, its destruction was claimed. It has been stated that the fatal shots were fired by the unit stationed in the church tower, but information is lacking on this point. From local accounts it would seem positive that Ball himself was not killed by gunfire but died from the effects of the crash. The true explanation of this part of the incident may well be that the A-A gunners had commenced firing on an already doomed aircraft. During Ball's encounter with Richtofen, it is possible that his machine received damage which sent it out of control. At this stage the doomed machine was observed and fired on by the A-A guns. Thus both Lothar and the A-A crew would have genuinely considered that each had accounted for the British machine and claimed accordingly. Their respective claims would have been sifted by the various authorities and it's possible that Richtofen's strong case would have been further strengthened by his greater aviation experience and fame as an air fighter. The site of the fatal crash was later marked by Ball's family and his grave occupies an honorable place in the nearby war cemetery. The Richtofen Museum, which housed Lothar's momentos was destroyed in the tide of war in 1945 and its fate is unknown. However, the Imperial War Museum in London houses fragments of Ball's SE. 5 that were found at the scene of the crash.

Achtung Luftwaffe SIG!

Those interested in possibly forming German Sig group please give name at the September meeting to Axel Kornfurher. We will meet at Jeff Fries house for meeting and viewing of tapes and discussion of sig group as soon as best date has been decided on..



"The Dates"

- 9-15-01 IPMS/TCAH
Nordic-Con 2001
Thunderbird Hotel
Minn/St.Paul, MIN
Steve Hustad 952-949-2119
E-mail shustad@isd.net
- 10-28-2001 8th Annual Husker
IPMS/NAIM
Millard Social Hall
10508 S 144th St
Omaha
naim@qwest.net
- 10-20-01 IPMS/Glue Crew
Wausau Guard Armory
contact: Joe Drew
jdrew@powercom.net
715-842-0173
- 11-10-01 IPMS/Butch O'Hare
19th Annual Contest
Lakeview Junior High
Darien, IL
John Wendt :
jwendt001@hotmail.com
Leo Buche: 773-286-4389
- 2-16-02 IPMS/Zumbro Valley
"Rochester Contest 02
Dept of Public Safety
Rochester, MN
Contact: Barry Brown
507-281-3843
castawyales@altavista.com
- 3-2-02 IPMS/Ft. Crook
American Legion Hall
Millard, NE
Contact: mcavel@tconl.com
- 3-23-02 IPMS Great Plains
KC CON 2002
Holiday Inn Express
Overland Park, KS
Ed Bjes Bjes@umkc.edu
- 4-13-02 IPMS/Plastic Surgeons
Contact: Greg Metge
817 Grand Avenue
West Des Moines, IA
50265
GMGHA@aol.com
- 5-3 thru 5-4 - 02 IPMS R5CON
Hosted by IPMS/Gateway
May Community Center
DePaul Hospital
Bridgeton, MO.
Mike George
Ontrak33@aol.com

President's Column

By Steve Erickson

Get ready for Nordic Con. That's the big event of the month, Sept. 15th at the Thunderbird. Those of you that have TCAH shirts remember to wear them. Hope its not as muggy this year. Steve will have updates at the meeting and a last minute business meeting for committee chairs and anyone who wants to help after our regular meeting. Its also that time of year when I convert over to my other winged hobby? Duck hunting! So I won't be running the October meeting. So as the saying goes "Bob will do it". I will be around however most of the time so you can get me at home or at work for any club business. As for November will have to wait and see if the lakes are still open. Remember November is auction month, start cleaning out your closets and shelves for saleable kits and books. November is also Annual Election of Club Officers and the races are open for all club officers, start planning your campaigns now or else don't leave the room during the voting. Think about it the club is our responsibility.

WEBSITES OF THE MONTH

By "Texas" Terry Love

WWW.LAAHS.COM

This is THE website for Latin American Aircraft and it run by our very own TCAH member Gary Kuhn. It is very extensive, and very well worth viewing. Check it out.

WWW.HISTORICWINGS.COM

This site has excellent aviation history in it. This is an excellent history research site.

WWW.NASAA.NPOINT.NET/USERS/BULEY

Yeah, I know this is a long entry, but you have to check out this massive web site. It is all about U S Amry classified electronic reconnaissance type aircraft and histories. After seeing this site, you will be saying "Wow, I never knew that. That is really interesting!"



Free Russian SIGnals - George Mellinger

The surprise is there is no surprise. No I did not lie to you. But the special surprise I promised for this month's column turned out big enough that it will get its own extra circulation. By now, I suspect you may have seen it if you have access to the web. of course I am speaking about the report on the Moscow *MKSM-2000* model show and contest. As a further spinoff, I have gotten an idea (always dangerous) that I will try to write a similar article reporting on *Nordic Con 2001* - in Russian, for submission to one of the Russian modeling magazines. See if I can get TCAH some recognition in Russia.

In the meanwhile, there is other news to fill this column. First there is the continuing soap opera that has taken the place of Russia's aviation industry. At the beginning of August it was announced that in a move to trim Russia's "bloated military-industrial complex" (as if there was ever any other kind), their various military production complexes are again going to merge, reducing 1700 defense companies by half, with the remaining merged entities being combined into 36 large holding companies. A few Years ago, the design bureaus combined in business partnerships with the various aviation factories, giving us such firms as *MiG-MAPO*. But now the complexes are going to combine further. Sukhoi will be merged with Ilyushin and Mil, the helicopter producer. MiG-MAPO will combine with Tupolev and Kamov. What will happen to Yakovlev, Beriev, and other outfits, is unknown. However, these companies will remain state-owned and directed. So it looks like the smart money will be shorting the Russian aviation industry.

Perhaps this relates to another sorry chapter in the soap opera. This happened at the Paris Air Show. French officials attempted to seize and impound two Russian aircraft in attendance, a MiG-AT advanced combat trainer, and the Su-30MK. A Swiss company ironically named "Noga" (in Russian it means leg) has been fighting a legal battle against the Russian government, claiming the Russians owe them some millions of dollars for an oil-for-food deal dating to 1991-92, and has been trying to seize Russian assets. They persuaded a French court to impound the Russian aircraft. As it happened, six hours after the writ was served, the Russian planes were cleared for take-off and escaped down the runway slightly ahead of the Clouseaus. Of course, in this story, we have to cheer the Russians since their opponents were the French surrender monkeys. But the burning question is "How did the Swiss manage to get any cooperation out of the French? What do they know that we don't?"

On a happier note, there are decals and kits to report. Trumpeter, is going to release a string of Badger variants, now giving us the Tu-16K-10 Badger C as well as the Tu-16K-26 Badger G (the most important difference is the variety of ASM carried, though there are also differences in the nose - and camouflage options), and also a JHU-6 Chicom Air refueling tanker. I expect they will be following further with maybe some of the early free-fall bomber, and later electronic recon versions. However, I doubt if there will be many of us building the entire line. And speaking of "Badgering", let me use this as a segue to the decal news.

Eagle-Strike, risen from the ashes of Aero-master, has released a sheet of decals for the Trumpeter Tu-16. A couple of choices are straight from the kit (though doubtless done better) - the alligator marking and several other Soviet aircraft, but there are also a couple of options for aircraft in Egyptian markings, one camouflaged, and the other in the usual metallic and white. Its good to see Gaston and his crew have picked themselves up so quickly. Other decal news is an update about the newest from Linden Hill. Their new sheet "21st Century Shturmoviks", has nine options for the Su-25, including one Russian aircraft used over Afghanistan, and two recently used in the fighting over Chechnya and the North Caucasus, one of these with dramatic shark mouth, and the other a wolf head insignia. There is a camouflaged aircraft bearing the post-communist Bulgarian cockade, and two choices for the Georgian Air Force, one of them a two-seater. For those who like gray airplanes, there is a gray Ukrainian Su-25. But most interesting, are the choices for an Su-25 in the markings of Peru, and of Turkmenistan. This last choice, with its, multi-colored stars and crescents and desert camouflage, is particularly attractive. And Linden Hill offers its decals in both 1/72 and 1/48 scales.

Linden Hill's other new offering "Millennium MiGs" features even more options. There are three Soviet aircraft all from the 1980s, a MiG-21UM trainer that will go nicely on a Bilek kit, a MiG-21-bis in overall light gray, and the MiG-21SM of the 18 Guards IAP complete with the "broken arrow" marking symbolizing that this regiment carries the tradition of Normandie Nieman in the VVS, and is the sister unit of the French Normandie squadron. There are markings for a Georgian Air Force two-seater, and three different Bulgarian aircraft, including a two-seater, each in a different camouflage scheme, and five! choices for Rumanian MiG-21s, including two MiG-21UMs and two for the new Lancer upgrade, with four different color schemes. Finally there is a Chinese F-7 III. These decals are available not only in 1/72 and 1/48, but also in 1/32, since Trumpeter has come out with the relevant kits, though in this largest scale, they've had to split the sheet, and offer separate sheets for the single and two-seaters. Next month, I plan on a report from the Moscow Air Show.

J-News

By Dave Pluth

Well it's almost time for Nordicon once again! This year J-aircraft.com will be sponsoring a "Best Japanese Subject" award, so bring all your Japanese stuff!! At Nationals, the Japanese stuff was very well represented with well over 80 single engine aircraft entries alone!

Model Art has released a new book on the Kawanishi N1K George. This is something of an update of their old book on the George, but as with most of the newer books, there is enough new material to make it worthwhile Picking up. It's available from Hobbylink Japan.

Also coming this month is the Japanese Army Air Force Fighter Units and their Aces 1931-1945 by Ikuhiko Hata, Yasuho Izawa and Christopher Shores. This book will be of similar format as the Naval Institute Press Navy Fighter Units book that was released several years ago. This book has been available in Japanese for several years, but is just now being translated and released here. In case you don't know the players, Hata and Izawa are two of the most respected and revered historians and researchers of all things Japanese. Shores is the writer of "Bloody Shambles" as well as several other titles. It will be a definite must have for your collection. Also, early next year, look for a book on Japanese Bomber units from Izawa and Hata.

In the plastic area, Hasegawa has released a brand new Nakajima Ki-43-I Oscar in 48th scale. So why do we need a new Oscar kit when we have that nice Nichimo kit? Well, there are a couple of problems with the Nichimo kits shape and the Hasegawa kit is supposedly more correct. The Nichimo kit has a very nice cockpit, however with the small cockpit opening (which is correct), you can hardly see any of the detail work you put it. If you don't have an Oscar-I in your collection, buy the Hasegawa kit (about \$23) As it will actually be cheaper than the Nichimo and will probably fit slightly better. Hasegawa has also released a 48th scale B5N1 Kate. The B5N1 was primarily used in China and in secondary units early in the war. The main change is a slight price increase, a new cowl, a new engine and some decals. The upside is the early "Kate" has several more colorful schemes including a natural metal scheme for those that are so inclined. The kit retails for about \$27.

Finally, we'll end this month's column with some quick facts: Pearl Harbor Tail Codes.

AI - Akagi Aircraft
All - Kaga Aircraft
BI - Soryu Aircraft
BII - Hiryu Aircraft
EI - Shokaku Aircraft
EII - Zuikaku Aircraft

were dive-The number in the tail codes designated what the mission of the aircraft was. -1 was fighter aircraft.

J-Aircrat (con't.)

—2 were dive-bombers and —3 were level or torpedo bombers. So for example a Zero from the Akagi would have a tailcode of AI-101, a Val dive-bomber from the Soryu would have a tail code of BI-202. Next time you're checking out those photos (or watching Tora! Tora!Tora!) see if you can pick out the correct tail codes.

See you at Nordicon!



*Work In Progress of an N1K1
George (Captured) By Dave Pluth*

Airline Chatter

By "Texas" Terry Love

United Airlines business jet division ordered 35 Grumman Gulfstream IV, V, and VSP aircraft. Value is \$1.3 Billion. Also United ordered 40 Dassault Falcon jets with options for 60 more. The 60 are worth \$2.5 Billion.

Boeing expects to receive around 400 orders for new jets in the rest of the year.

Airbus received an order from International Lease Finance Corporation (ILFC) for 111 new airliners, including ten new Airbus A-380 super jumbo jets. Value is around \$9 Billion. Also included in the order were 21 Airbus A-330s and 80 Airbus A-320s. Delivery is 2002 through 2009.

Boeing is developing the Boeing 777-300, a stretched 777-200. It would hold 510 passengers. Japan is very interested. Northwest Airlines will begin Detroit to Savannah, Georgia service on October 1. Also another new route will be from Memphis to Lake Charles, Louisiana.

Northwest Airlines ordered 75 new Bombardier CRJ-440 jets with 44 passengers. Deliveries start next year through 2005. NWA has options for 25 more CRJ-440s in 2005, and options for 150 more in 2006. As of July, NWA had taken delivery of 20 of the 50-seat version of the CRJ, with 54 more to come off of an earlier order. If all options are taken up, and they probably will be, then NWA could end up with 325 CRJs - the largest fleet of CRJs in the world!!

Airline Chatter (con't)

Continental Airlines earned \$43 million in the second quarter of 2001.

Northwest Airlines took delivery of their 50th Boeing 757-200 on July 2. Northwest Airlines lost \$55 million in the second quarter of 2001.

United Airlines lost \$292 million in the second quarter of 2001. American Airlines lost \$105 million in the second quarter of 2001.

U S Air lost \$24 million in the second quarter of 2001.

British Airways will return the Concorde SST to service in September.

Air Canada is launching a discount airline called Roots Air. People have been hired and 20 aircraft are being acquired.

There were no reports submitted by the Treasurer or Secretary this month..

Ken Sallman's TBF Avenger in Atlantic Scheme
1/48 Scale Accurate Minature's Kit



From The Editor's Desk

By Johannes Allert

Well, it's been fun, interesting and certainly a learning experience playing Dave's Co-Pilot with the Newsletter during this past summer. Fortunately, we had plenty of articles to use this Summer, but come this Fall, we'll need more. I have to apologize to Ken Sallman who provided me with the rigged.. errr.. I mean the results of the scorecard given to us by IPMS. Due to circumstances beyond my control, that article was lost. Needless to say, we did not get the bid, but Ken did a heck of a job in trying. Next time you see him, buy him a 1/2 a bottle of beer! Seriously though, he did a great job! Thank him also for providing the excellent photos for the newsletter! September marks a season of change and certainly that can also be said of our club. We will be saying Goodbye to a longstanding member and "Poster Child" of TCAH. Jack Mugan and his wife, who will be relocating to Florida at the end of this month. Although he will always remain a member of the club, his physical presence

Editor's Desk (con't)

and involvement will be greatly missed. He has been an active member of TCAH since 1968 ! During that time, he has held positions in the Club as President, Newsletter Editor and has been actively involved in club activities such as Contests, Displays, etc ..In '75 he was instrumental in pulling the club's "chestnuts out of the fire" on the eve of TCAH's first IPMS - R5CON. His newsletters were legendary and were as good as published magazines. Quite a feat before computers & E Mail! Be sure to give him a pat on the back for his service and dedication to TCAH. We owe him more than we'll ever know.!

Lastly, a reminder from Jim Kaltenhauser who is helping with the raffle prizes for "Nordic-Con 2001". If you wish to donate a door prize, please contact him or Jodi Severson. Now, let's get ready to "kick the tires and light the fires!" - it's going to be a busy Fall! See you at the Zenith Book sale and the September Meeting!

TCAH MEMORIES by Tom Norrbohm

September 1980: The MSMS Show is the topic of discussion. It will be held at the Westbrook Mall in a vacant store with 7400 square feet of space, half the size of the Registry shows. Good access to store with plenty of track lighting available. Only drawback is that we cannot charge admission. Tables are a dire need. Banquet sign up is slow. To be held at the Thunderbird Hotel. Ken Ring steps down as Editor, no one to step in as yet to take over. Jack Mugan, Ed Kueppers, Jim Linneberg & Ray Pittman got close and personal with cockpit poses in a visiting A-4M Skyhawk. Club Officers: President-Jack Mugan; V-P- Noel Allard; Treasurer- Ken Johnson; Secretary- Mike Sibley.



Mark Krumrey's F4U Corsair – Heller 1/48

NORDIC-CON 2001 KICKOFF!

That's right gang, only about a week away now, are you ready? - I am! This note is to remind people that's it's coming, to emphasize a few things, plead for some volunteers and the other usual rubbish.

Starting out, let's discuss MODELS!

This is why we do it every year. Putting on this show is a lot of work, but it's worth it because it gives us a great chance to see what everyone's been working on all year. And even more importantly we get to look at all those great models brought in from out of town by friends in Canada, Wisconsin, North & South Dakota, Iowa, upper Michigan, a few from Illinois and even my old pals from Missouri & Kansas have promised a showing this year! That's why we do this. That and a love of history and friendship. Toward that end, let's put on the best show we've ever done. Bring all of your latest models to enter in the competition!

Bring your better models to put on display too!

We're going to have plenty of "display only" table space, so I ask all of our active modelers (you too Mark!) to bring in your best work and put it out for all to see. It's best if you can think up an imaginative way to display them, if only a base. A written description is always helpful as well. People want to see your work, so bring what you're able to.

Secondly, we need volunteers for the Friday night beforehand at the Thunderbird. The hotel will set up all the tables the way the plans I gave them indicate, but we need our guys there to make the final table placement adjustments, raise them up on our PVC tubing 'height extenders', lay out the cloth covers, set up lights, and so on. If you can be there, we'll start at 7:30PM Friday 14 Sep 2001. It should take about two hours unless we get a good volunteer turnout - then less. The hotel will take everything down

at the end, but it would be nice if the same bunch of guys stayed around afterward to help strip down what we put up. That goes much faster than the setup does.

Third, on "game day" (that Saturday the 15th), Skip Nelson (our model registration & admissions guy) would appreciate some help. Please see Skip and volunteer to put in an hour or two at the front registration table to assist him or just help process people coming in. Thanks - that would be a big help to Skip.

Along these same lines, Jody Severson and Jim Kaltenhauser would appreciate some help manning the raffle table to give them some relief throughout the day. Please see them to offer your help.

Fourth, John Higgins has taken over the management of the judging this year from Jack Mugan, so John will be looking for judges. Please see John and volunteer in a category that you're not entered in and have decent experience with. This will be a big help. As the flyer states: "Standard IPMS rules apply", so you might want to brush up on exactly what you as a judge should be looking for in each category area. IPMS publishes online their competition handbook which I highly recommend to anyone entering, or judging. It can be found at: www.ipmsusa.org/handbook.html print out a copy for review before the show and for your ongoing use.

Lastly and for your information; here's the list again of persons heading up each Nordic-Con area of responsibility:

Nordic-Con Chairman & Hotel Liaison: Steve Hustad (yours truly!)
Children's make & take: Joe Grimme & Brent Theobald
Contest & Judging: John Higgins
Registration & Admissions: Skip Nelson
Awards (special & standard): Mark Copeland. Those that have sponsored a special award (\$35

Those that have sponsored a special award (\$35 each) or are sponsoring trophy packages (\$40 each) - now is the time to pay for it if you haven't already. Make checks payable to TCAH, mark on the memo line what it's for and give it to Pat Butler (our treasurer). Pat will keep track of it. The 'special awards' MAY turn out to be more than the \$35 quoted - Mark C. will have to let us know, but if they are, it would be appreciated if you're sponsoring one of those that you make up the difference - though that's not a requirement.

Vendor chairman: Ken Sallman

Raffle Table: Jody Severson & Jim Kaltenhauser

Featured Modelers: Frank Cuden on writing for model magazines

: Mark Krummery & John Higgins on various aspects of ship modeling

: Steve Erickson on weathering 1/48th scale aircraft

Signage: Jon Peterson (not an "official" post, but Jon was gracious enough to volunteer!)

Advertising: Dave Kitchel

I know I've forgotten something which I'll recall after this goes to print, but...

That's it for now! - it's getting close. Tell your friends! - and make sure your friends BRING AND ENTER SOME MODELS!

But most of all we hope everyone has a great time and that the Thunderbird Hotel wants us back again next year!

See you all there!

Steve Hustad



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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 Steve Erickson at (763) 521-9948

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

Meetings are held at the Minnesota Air National Guard Museum, a half mile south of Hwys. 55 and 62 on Minnehaha Avenue. Phone (612) 713-2523.

Mail Newsletter material and address changes to the editor.

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