



**An example of why Steve Macey won the Modeler of the Year Award.
His Grumman TBF displayed at the March Meeting.**

TCAH Annual Club Awards

The annual TCAH member awards were presented at the april meeting together with the announcement of the winners in the club annual modeling contest. This year the club awards were as follows:

Newsletter Article of the Year award went to Dave Pluth for his increasingly influential column *Spraybooth Logic*.

Historian of the Year this year, as a result of a tie vote, was awarded jointly to Terry Love for his continuing chronicling of civil aviation history in his airline *Chatter Column*, and to George Mellinger for his book *"LaGG &* Lavochkin Aces"*. Modeler of the Year was awarded to Steve Macey for his consistent standard achievement in models brought for Show-n-tell and entered in contests.

Member of the Year was given to Geroge Mellinger

Annual TCAH Model Contest Awards

By Steve Macey

The annual TCAH model contest for 2004 is now history and was another successful effort due to club members and guest participation (Zumbro Valley IPMS Chapter). Nineteen participants entered fifty-three models. All models displayed a high level of craftsmanship. The Club Officers would like to extent congratulations and special recognition to the three junior members who participated. Thirty-three awards were presented. Five judges used Chicago Style rules, thus allowing multiple awards in the categories. The People's Choice Award was determined by popular vote.

AWARDS:

People's Choice: John Eian F86E

Junior:

Gold

Fletcher Warren Pzkfw III AusfVI

Silver

Zach Ledman Halftrack

Silver—

Zach Ledman DH Mosquito

Bronze-

Zach Ledman Sherman Tank

Out-of-Box 1/72

Gold

Jim Kaltenhauser

Vickers Wellesley

Silver

Jim Kaltenhauser AGM5 Zero

Bronze

Jim Kaltenhauser NIKZ George

Out-of-Box 1/48

Gold

Kevin Ledman ME410

Gold

Steve Macey P-51

(Continued on page 7)

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TCAH This Month

The monthly meeting will be held Saturday May 8 at at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month we remember VE Day, so bring late war European Theater models. Luftwaffe models returning from January will be shot down.

General Meeting Minutes

April 10, , 2004
by John Dunphy

Old bus. After the Pizzas and pop wee pick up Ken called the Meeeting o order.Thanks to Tom Norrbohm Steve Erickson Don Burgoyne Pat Butler and Anyone else who helped out with the Pizza & Pop lunch.Judging by the fact thate there was very little left it was well received. We had 2 Gussed at this meeting Mir Verner & Jerry Nelson they were Gussed of Club Member Rick Verner glad to have them there.Serveral members from the Rochester Modle Club came up for Annual Club Contest they did very well. They also invited us to there Contest on Feb 5th 2005 so keep that in mind. Any one Building a Model for the Blemming Display needs to Bring it to the May Meeting or make arrangements with Ken Hornby to get it there. The Club Photo will be taken at the May meeting.The Bid for the 2005 R5 went Davenport TA. As a result the Club has talked about hosting a one Day Nor Con in the Fall of 2005 at Flemming Field.

Newbus Steve Macey is the new Vice Pres ident this was voted on by the club and approved. Ken Hornby met an Gentaman named Maro Vive Who was looking for someone to build to 1/35 Armor Kits for him.Dave Pluth & Roger Graulty stpped up to do this Thanks to both of them.Our New Club Logo is now on Café Press web site you can order Hats Shirts Muggs etc with our Club Logo on it. The Guards Air Museum is open until Sept. Roll Models will not be at the May Meeting you should come anyway.The Club Annual Awards were handed out they are Historan of the year there was a Tie so both George Mellinger and Terry Love recived this award. Newsletter of the year went to Dave Pluth. Modler of the year is Steve Macey.Member of the year is George Mellinger.GreatJob you all earned it.



Business Meeting Minutes

April 10, 2004
By John Dunphy

Business Meeting was held right after the General meeting. There were Ten members at this meeting. The Quram Requirements were talked about and Cleaned up. Also talked was Claus for replacement of club officers in the need comes up befor the end of there term the Consstitution clearly states how this is to be handed all present at the meetin agreed meeting was called a end.

Contest Calendar

- 5-7/8-04 R-5 Con- KC-Con
Kansas City Expo Center
Contact: Darren Roberts
913-782-1159
Darren.roberts@ipmsgreatplains.com
- 8-4/7-04 IPMS National Convention
Phoenix, AZ
See: www.impsusa.org/
- 9-11-04 IPMS-Will-Cook
The SHOW X
Millenium Cafetorium
18211 Aberdeen Street
Homewood, IL
Contact: Ed Mate
815-478-4432
obviouschoice@juno.com
- 9-25-04 IPMS Fort Crook
Mid-America Center
One Arian Way
Council Bluffs, IA
Theme: Good Morning Vietnam
Contact: Mike Cavel
402--496-9669
mcavel@tconl.com
- 10-9-04 IPMS Des Moines Hawkeye
I CON 04
Northwest Community Center
5110 Franklin Ave.
Des Moines IA
Contact: K. Long
kalong41@aol.com
- 10-23-04 IPMS Glue Crew
Park Inn Conference Center
2101 N. Mountain Road
Wausau, WI
Contact: Joe Drew
jdrew@dwave.net
- 11-13-04 IPMS Butch O'Hare
22nd Annual
Lakeview Junior High School
701 Plainfield Road
Darien, IL 60516
Contact: John Wendt
jwendtoo1@aol.com

From the President

by Ken Hornby

Was it just me or were there more models on the table for our club contest than in recent years? Maybe it's because the tables are smaller. Nineteen people brought over fifty models. Thanks to all who participated, whether builders, organizers, or judges! Congratulations to all the winners. Judging couldn't have been easy. A special thanks to the members from Zumbro Valley Scale Modelers who made the trek up north. I'm going to have to see if I can't give that Kaltenhauser guy a little competition next year. I must apologize for the "dead space" during the vote counting – I'll try to squeeze in some tap-dancing lessons before next year, just in case I find myself stuck up there again. Thanks to Steve Erickson, Tom Norrbohm and Don Burgoyne for making the pizza runs – more importantly for making it back with them all intact! I hope everyone had their fill because there wasn't a single piece remaining. Thanks to everyone who cleaned up afterwards; I didn't have to do anything except lock the doors when we left. If anyone has any concerns about or suggestions for improvement for the club contest, please feel free to contact me.

Be sure to give your condolences to your newly elected Vice President, Steve Macey. Little does he know what he's let himself in for. Welcome aboard, Steve. And thanks for stepping up. As most of you may know by now, TCAH submitted, but was not awarded, the bid for next year's Region 5 contest. We had just done the Regional last year, so I can't say I'm disappointed. The winning bid came from Quad City IPMS. Based on the reaction to their bid, it should be a phenomenal event, so plan ahead for May 2005. One good thing that did come out of the lost bid was we found that we can use the terminal building where we now meet for a single day event. Can you say "Nordicon in 2005"?

By the time you read this there will be a link on our TCAH webpage to buy TCAH logo items including

shirts, mugs, hats, etc. As discussed last month, it costs the club nothing to put the items up for sale, and a portion of each sale goes to the club. I know Steve Erickson secretly wants a "Pengie" polo shirt. It may not be too late to get one before we take our club photo this month!

Weather and scheduled maintenance conspired to shoot down our idea for a club photo last month. I have it confirmed with the Commemorative Air Force to use their B-25 "Miss Mitchell" as a backdrop for a photo this month. Keep your fingers crossed for good weather. I know it's not always easy, but I'd like everyone to make a special effort to be at the meeting this month because of the club photo. We have 80+ members – it would be nice to get as many as possible together for the picture.

At the business meeting last month, we discussed proposals to make several changes to the present Constitution and By-Laws. We decided in the end to leave them as is for the time being. We will more fully discuss the proposed changes at a future meeting to be determined. We'll hold a business meeting after the general meeting this month, although I don't have a specific agenda at the time of this writing.

Finally, I want to remind everyone who built a model for the Fleming airport display to bring it to the meeting. We'll put them in the TCAH display case until the Fleming display is ready. Until next time – Keep building!

Treasurer's Report April 2004 by Tom Norrbohm

We still have money! As of 4-24-04 we have \$7,163.15. We now enter the 'quiet' time of the club, no major events, renewals or bills!

Something Helpful From Russia

Go to www.ipmsrussia.com/ and check out their section "Paint tables, which converts all the major paint brand colors - Humbrol, Tamiya, Revell, Modelmaster, etc..

IPMS News

By John Roll

(We have added a new regular column to your lineup, as John roll our club contact to IPMS USA has agreed to give us regular updates on IPMS business. Thanks John)

As an occasional thing, your new IPMS/USA Chapter Contact (that is ME, John Roll) will attempt to pass along excerpts from the regular communications I receive from IPMS/USA. I am sure most of you are not aware that there are several communications with the chapters per week! I won't bore you with all of the details - unless you want them - but will try and find the interesting things that I think we ought to know.

According to John Noack, IPMS/USA President, there has been a great deal of discussion at the top about the Gold-Silver-Bronze (open) judging system. This has apparently captured enough interest that they are going to have a meeting at the Phoenix Nationals to discuss the possibility of using this for National contests.

The "Walkarounds" posted on the IPMS/USA website are very popular having caused a spike in visitors. The total visits now stand at just under 1 Million. Currently available walkarounds are the Grumman J2F-6 Duck and Consolidated B-24J "A Dragon and His Tail". These are really something to see so check them out at

IPMS/USA has now instituted a very simple, effective and convenient online membership and renewal process that includes the ease of paying by credit card. I myself did it not ten minutes ago (well, some weeks by the time you read this!) and it took all of about 90 seconds.

Preparation for the Phoenix Nationals is going well and they have had to reserve additional rooms because all of the initial block were taken.

There is apparently only ONE chapter bidding for 2006 at this time and they are on track with their bid preparation. Looks like KC in '06!

Book Review

Vickers Valiant, The First of the V-Bombers, by Eric B. Morgan

Reviewed by Bob Steinbrunn

Soft cover, 8 1/2" x 11", 128 pages, 139 black & white photographs, 19 color photographs including 3 on the covers, 84 sketches and diagrams, 7 appendices, no index. This volume is printed on heavy glossy coated stock of excellent quality which affords crisp reproduction of the many photographs.

Aviation enthusiasts with an interest in Britain's V-bomber force will no doubt want to add this title to their bookshelves. The first of the breed, the Vickers Valiant was introduced to squadron service before the other two four-engine bombers (Vulcan and Victor) and was destined to see a short operational life. While the interesting history of this aircraft is recounted, this book is primarily a "nuts and bolts" publication which affords a glimpse into the inner workings of the airframe, engines, systems, and interior.

The book is broken down as follows:

Introduction

Abbreviations and Acronyms

Chapters:

1. Beginnings and Crystallisation - B.35/46 and B.9/48
2. Into the Air - Prototypes and B Mk.1
3. The Black Bomber - B Mk.2 and other Proposals
4. Production and Early Service - B Mk.1 and B(PR) Mk.1
5. Testing, Testing - RATOG, Flight Refuelling, Counter Measures and Ejection Seats
6. Service Career - Suez, Non-Nuclear Duties and Switch to Low Level
7. Service Career - Britain's Nuclear Deterrent

Appendices:

1. RAF Valiant Unit Histories
2. Individual Valiant Histories
3. Bristol Pegasus Test-Bed
4. Civil Developments
5. Long-Range Bomber Development
6. Preparing Valiant for the New Zealand Air Race

7. Data Tables Schematic Drawings Valiants in Colour

I would assess this book to be an excellent historical and detail reference of high quality for aviation enthusiasts, modelers, and historians with a soft spot in their heart for the Valiant.

I found my copy at Amazon.com for \$17.47, a 30% discount.

TCAH Calendar

June - RAF & Commonwealth

July - Red, White & Blue.

August - Campaign Theme - Guadalcanal.

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction
No theme.

December - Campaign Theme - Eastern/Russian Front.

An Uncivil Response

by Tweezer the Geezer

Recently some TCAHers have complained about the shortage of commercial jet models on the show table, and we have been scolded and enjoined to build more civil models. Apart from the vague innuendo that we must be a bunch of warmongering militarists, which is mostly true, particularly in this small corner - but so what!, it does open the question about why we build what we don't.

First of all, airliners are dull. There's no excitement, no adventure. Now for actual flying that's a positive virtue. The next time I get in a Boeing, I don't want Steve or Roger doing barrel rolls and hammerheads along the way to Chicago. I get all the drama I need at check-in security, thank you. But when it comes to model-building, I want my models to reflect all the adventure, romance, and heroism so thankfully absent from my daily life. That means military.

Airliners are also dull because they're sooo plain. Basically a long, regular tube with swept wings and a couple of engine pods. The big distinction is whether you glue the pods under the wings or to the fuselage at the tail. With military aircraft you've got gun barrels, turrets, antennas, pods, bomb racks, and all sorts of things to liven up the outline. And several curiously shaped and located clear windows. Airliners have those myriads of tiny, square windows, which must be a real pain in the ass. Made even worse by the need to deal with the fuselage cheat lines. Unless you decide to really cheat and use a long decal for the whole lines-windows complex - and that's going to lead to other modeling problems.

And the colors. Until fairly recently, all airline models had to be finished in combinations of silver and gloss white paint - never the favorites of builders. True, airlines have started to improve and make their finishes more modeler friendly, with special thanks to NWA. But still, these finishes don't compete either for variety or ease of application with a good ol' camouflage.

And further, while each airline may have a different color of cheat line and a different insignia on the tail, within the airline there's no difference in markings or finish between individual aircraft or types. Not like military where you can do all sorts of squadron and pilot markings, and there are many different camouflage alternatives. Might this be a major reason why amongst military models, Luftwaffe has always been so popular? Why monochrome metal Russian jets have failed to draw attention?

And size. We who build 1/72 are under continuous ridicule, and increasingly there is social pressure to migrate from 1/48 to 1/32. And also to build airliners? Even a 1/72 DC-3 is going to take up a bit of space. What about a 707? You going to do an Airbus in 1/48? How about a 747 in 1/32 scale? Ever notice that the majority of military aircraft modeled are fighters or dive bombers? And very few four-motor bombers. And also very few unro-

(Continued on page 7)

Spraybooth Logic

The Gloom of Doom!

By Dave Pluth

So you've just finished a big project. The spinner goes on and you get to make the little airplane noises as you fly your completed project into the showcase (we all do this; it's ok to admit it). You set it down in the case and take a step back to admire your work. There is definitely a real feeling of accomplishment as you realized that you spent a month or more of your life completing this kit and it has actually turned out!

You are now all a tingle with anticipation of getting to choose the next lucky kit in your lottery of doom, but there's a problem. As you begin to look at the shelf you are overwhelmed with a feeling of gloom.

Where does this feeling come from? Why now? I mean you just finished a really nice kit and moved it off to your shelf of validation.

What to do, what to do. How about we clean the workbench off? Yeah, that will get the old creative juices flowing again. A good clean bench is a really nice start to a new project.

An hour later things are sparkling, but your feeling of impending doom hasn't resided yet. You try to fight through it, but you are overcome with gloom and you decide to walk away for the night.

As you are driving to work the next morning you begin to anticipate the kit selection process just as a college all-American basketball player anticipates being drafted in the NBA draft (or the WNBA draft as is the case here in Minnesota).

Funny thing, when you arrive home and finally settle back into your model room to begin the process, the enthusiasm that you felt on the way to work in the morning is replaced with a feeling of dread.

You walk through each kit, finding flaws that you must correct for it to be "accurate". Some of your better kits are missing that photoetch set that will put it over the top, or those resin tires that will help to improve things a great deal. With each of your hundreds of kits you get just a bit more depressed until you once

again call it a night after reorganizing your shelf of doom into several new neighborhoods, some of which will be sold off to new developers.

Day three gives you a fresh start, but the same result. You figure out that you were just tired the last two nights and on a Saturday morning you're well rested and ready to make the big leap. Unfortunately the big leap may be from a bridge as your results are much the same as they were the previous two days.

More depressed than ever you decide to just "hang it up for a while" and go watch the History Channel.

When you flip on the television, Black Sheep Squadron is on. Now you as a kid had really fond memories of the show and for some of us it was our introduction to aviation. Really cool aviation!! We all know that that show is really crap with regards to any real history, but you still get to see a lot of vintage airplanes fly while sitting in the comfort of your living room.

As you sit and watch the show your juices start to flow a little bit. As Robert Conrad kicks his bird over to shoot down the 47th Japanese plane of the two year run of the show INSPIRATION STRIKES!! You figure out that you NEED to build a Corsair!

Now it just so happens that you have one of the Tamiya kits sitting on the Shelf of Doom. Now you don't have the extras that you really need to do the job right, but you are so fired up that you'll settle for kit parts and some decals that you have on hand for "Pappy's" bird.

Three hours in the hobby room simply disappear when you get interrupted for lunch by your wife. You feel a sense of disappointment that you can't continue to work on the kit and you anxiously plan for your next modeling session. You begin to realize that you are now back in the game and back on track in your modeling career.

Inspiration is a strange thing and it comes from the strangest places. I find myself looking at the kits on the display table at our club meetings and getting really fired up to build that Spitfire or that Corsair. I

(Continued on page 7)

A History of Airfoils

by Don Stauffer

© 2004

Part 2

The day of the thin, undercambered airfoil was gone (except in certain model airplanes), replaced by thicker airfoils with either a flat bottom or a convex bottom. As monoplanes proliferated, airfoils grew almost grotesquely thick, as in the case of Fokker transport aircraft or the Ford Trimotor.

Gottingen 386, Ford Trimotor



But speed was still the Holy Grail of aircraft design, and the thick airfoils still had too much drag at low angles of attack. Now, especially in the racing planes of the twenties and thirties, designers moved to thinner airfoils, but with no undercamber, and most with a convex bottom surface. These airfoils did not have as high of a maximum lift (at high angle of attack) but did have low drag at lower angle of attack.

Both the Army and the Navy entered aircraft in a number of major races, as did foreign governments. These aircraft were the fastest in the world, faster than any combat aircraft of the era. In fact, the fastest of all were the Schneider Cup planes, an international race for seaplanes. This seems odd to many people. Seaplanes have the added drag of the pontoons, or a flying boat hull shape. How could they be the fastest in the world?

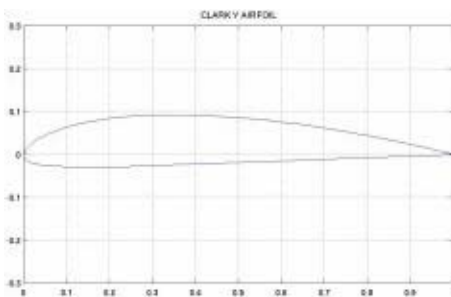
The answer depended on the wings. First of all, the airfoils were thin, and not capable of very high lift even at their maximum angle of attack. Second, the wings were small. That is, the total wing area was small for the weight of the aircraft. The result of the airfoil and the thin wing was that racing planes of the era had a very high landing and takeoff speed. They needed a lot of runway. There were no very long, smooth runways around, however. The Schneider cup planes

(Continued on page 6)

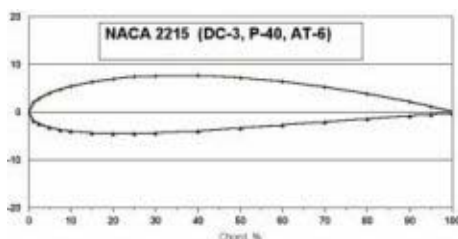
(Airfoils Continued from page 5)

had the smallest wing area, and very high takeoff and landing speeds. A seaplane could use large bodies of water, that provided longer takeoff and landing runs, longer than any existing runway on land.

When designers wanted to use these thinner airfoils for military and commercial aircraft, to get higher cruise and maximum speeds, they could not allow such long takeoff and landing speeds, so they needed to do something to make the wings capable of higher lift at high angles of attack. The answer was the flap, both the leading edge and trailing edge flap. These devices increased the camber of the wing, increasing the maximum lift, when they were deployed. However, they added a lot of drag when deployed. But, since they could be retracted when the plane was not taking off or landing, they gained the low drag benefit of the thinner airfoil. However, the airfoils were never as thin as those used on racing planes.



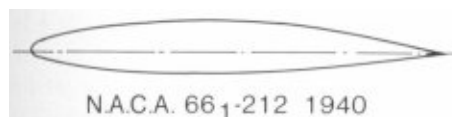
Two very popular airfoils from the twenties and thirties were the famous Clark Y, used on many aircraft, especially private aircraft and light transports, and the NACA 2215 used on the DC-3, P-40, Northrup Gamma, North American AT-6, and many other aircraft. The Clark Y had the distinction of being flat along most of its bottom surface, making for easier wing manu-



facturing, while still retaining very desirable aerodynamic properties.

Part 3

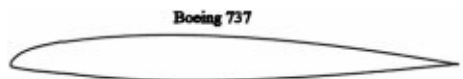
The next effort was to reduce the drag even further without making the wing thinner. In normal wings, the air flows smoothly close to the wing only over the front-most portion of the wing. This region of air-flow close to the surface is known as the boundary layer. In normal wings the flow was smooth and orderly, so-called laminar flow, only over the leading edge of the wing. Over the rest of the wing, it was turbulent, with small little eddies. Now, this turbulence is only there close to the surface, within an inch or so of the surface. It is not the same situation as a stall, when the airflow becomes turbulent even many inches, or even feet, from the surface. But even turbulence in this thin region close to the surface did increase drag. Designers began to seek the magic airfoil shape that would create the lower drag laminar flow over more of the wing surface. The most well known of the early 'laminar flow' airfoils is that found on the P-51 Mustang. Designers found that they could get more laminar flow by moving the point of maximum airfoil thickness to the rear. On the forward portions of the wing, before the thickest point, the air flows well. The breakdown of the flow into turbulent flow tends to happen near or to the rear of the point of maximum thickness. A normal airfoil, such as the famous Clark Y (named for N.A.C.A. engineer Virginius Clark) had its maximum thickness about 25% to 35% of the way back from the leading edge. Laminar flow airfoils tended to have their maximum thickness points more like 50% back.



At about the same time that designers were working on the laminar flow airfoils, the problems of transonic and supersonic flight came to the fore. While the planes were only flying at about 400-450 miles per hour, there were prob-

lems with shockwaves due to the airfoil over parts of the airfoils going sonic. Remember, the air flowing over a wing speeds up, especially over the top surface. So a plane flying at 450 mph might have air flowing over parts of the wing and tail at more like 650 mph, approaching the speed of sound. The appearance of the shockwave severely disrupted the flow of air and the lift created.

On fix was again to reduce the thickness of the airfoil, since the thicker the airfoil the more the air speeds up when it flows over the airfoil. If the airfoil were thinner, the air would not speed up as much, and the plane could fly faster before the shockwaves occurred. So planes began to appear with even thinner airfoils, which meant less lift, and higher and higher takeoff and landing speeds. Now the aircraft were capable of higher speeds, even supersonic speeds.



The other answer was to make the thickest point of the wing further aft, similar to a laminar flow airfoil, and in fact, change its thickness more gradually than previous airfoils. Another move was to make the top of the wing flatter, and get more of the pressure changes that come from the airfoil shape from the bottom of the wing. For subsonic airfoils the reduction in air pressure over the top of the wing is greater than the increase in pressure on the bottom surface. That is, the shape of the upper surface is more important, and a bigger contributor to lift, than the bottom surface. This is reversed in many of the current transonic and supersonic airfoils- the bottom of the wing contributes most of the lift. In fact, to some people the wing almost appears to be upside down!



The age of steady progress in airfoil design has ended. While there may yet be some tweaking,

(Continued on page 7)

Airline Chatter

by Terry Love

Mesaba Airlines hired 17 pilots. All of them just graduated from Pan Am International Flight Academy, Career Pilot Training Program. Mesaba has hired pilots from this school in the past.

Virgin Atlantic Airlines ordered two more Airbus A-340-600s. They are actually going to hire 1400 new employees over the next year. Virgin will also add routes to Cuba and the Bahamas from England.

American Airlines lost \$166 million in the first quarter of 2004.

America West Airlines earned \$1.2 million in the first quarter of 2004

Continental Airlines lost \$124 million in the first quarter of 2004.

Delta Airlines lost \$383 million in the first quarter of 2004.

Jet Blue Airlines earned \$15.2 million in the first quarter of 2004.

Northwest Airlines lost \$230 million in the first quarter of 2004.

Southwest Airlines earned \$26 million in the first quarter of 2004.

United Airlines lost \$259 million in February of 2004.

China Airlines earned \$53 million in the year of 2003.

Hawaiian Airlines earned \$77.5 million in the year 2003.

Virgin Express earned \$24 million in the year 2003.

Aeroflot Airlines of Russia earned \$140 million in the year of 2003 - Capitalism at work in Russia!!!

LTU Airlines has leased another Airbus A-321.

Qantas bought more Boeing 737-800s for their domestic service. By the end of next year, Qantas will have a total of 33 Boeing 737-800s.

U S Airways has started a new regional jet division called Mid Atlantic Airways.

American Airlines says that for each one penny (1 cent) raise in the price of jet fuel, it costs the airline \$33 million per year. SO far in the year of 2004, jet fuel is up 12 cents per gallon.

Northwest Airlines, Douglas DC-10, fleet number 1226, has re-entered service on April 1 with the new color scheme applied to it. It is the first DC-10 in the new NWA

color scheme. The second DC-10 in the new color scheme is fleet number 1239, and it returned to service on April 19.

EVA Air of Taiwan will purchase 8 Boeing 777-300ERs for \$1.49 Billion.

Airbus has been chosen by Australia military to build their air-to-air refueling tanker of the future. It will be a modified Airbus A-330. The deal is worth \$1.5 Billion.

(Awards Continued from page 1)

Silver

Rick Rasmussen British 25 Pounder

Silver

Kevin Ledman M6A SEIRAN

Silver

Rick Verner Spitfire MKIIB

Silver

Gary Anderson

Lundskrecht Standard Bearer

Silver

Rick Verner Mirage III

Advanced Aircraft

Gold

John Eian F-100 D

Silver

John Eian F-4C

Bronze

Steve Macey Macchi 202

Bronze

Steve Jantscher ME 262

Bronze

Jim Kaltenhauser P-51 C

Bronze

George Romano Bell 47

Advanced Armor

Gold

George Romano
CCKW 253 and 105 MM Gun

Silver

Ed St.Denis Cromwell MKIV

Bronze

George Romano

Dodge Ambulance

Master Aircraft

Gold

Dennis Strand F4F-4

Gold

John Eian F86E

Silver

Curtis Knight KI-61

Silver

Steve Erickson La-7

Silver

Dennis Strand F6F-3

Master Armor

Gold

Curtis Knight Somma S35

Silver

Ed St.Denis Charioteer

Silver

Don Burgoyne JS II

Silver-

Ed St.Denis Centaur MKIV CS

In closing, I would like to thank all the club members who participated, the Zumbro Valley Modelers (Ed St.Denis, George Romano, Curtis Knight and Rick Rasmussen), the judges (John Higgins, Dave Pluth, Merrill Anderson, John Fuller, and Tom Schutrop) and Steve Jantscher (for helping set up). Awards will be presented at the May club meeting. The Zumbro Valley Modelers will be mailed their awards.

(Spraybooth Continued from page 5)

see a special on the History Channel about an aircraft or a subject and bam (I guess I watch a little too much Emeril on the Food Network also) I'm inspired to build something.

If you are in the modeling doldrums, here's my little piece of advice for this month. Don't force it. If you really don't feel like modeling, don't. No real good can come of it and usually that's when you will really screw something up and end up throwing it in the trash.

So, shut up and build. But if you really don't feel like it spend a little time searching for a little inspiration. You really never know just what you will find.

(Continued from page 6)

especially in airfoils for lower speed applications (such as soaring or other sport aviation usage), most new airplanes use airfoils decades old. The airfoils of planes yet to leave the drawing boards will likely look like those on the planes we see today.

(Uncivil Continued from page 4)

mantic trainers and turretless transports.

So thanks, but I want my airliners civil, the flight attendants and fellow passengers too, if possible. But I want my models dramatic and military. Now if they were to hang a torpedo under a Boeing 767.....

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are 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 in front, with more parking available to the left near the line of hangars across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

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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 Ken Hornby at 651-552-0888

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.