



Chinese MiG-15s lined up along the runway. Date and location unknown.

## **Spraybooth Logic** **Through the Eyes of a Newbie** by Dave Pluth

After years of constant research and consistent diet of pizza and beer, I feel that I'm now an expert in the world of modeling. Ok, I have to admit, lately it's been far more pizza than beer, but that's beside the point.

What I mean is that I've had a great deal of time to study the types of modelers out there and have finally taken the time to put pen to paper and put down some clear definitions for you. See where you fall in this list.

The newbie. This is the guy who shows up at shows and meetings and is still genuinely excited about the hobby. They are excited to ask

questions of the more seasoned (and sometimes grizzled) veterans of the club and show circuits. They hang on their every word and sometimes even take notes so they can improve their builds.

The compliment seeker. This is the guy who will seek out an expert in order for him to validate their kits. They aren't seeking true feedback they are only looking for a pat on the back. In fact if they do not garner the proper reaction they spend the rest of their time at the gathering bashing the "expert know it all prick" that shot them down.

The expert. This is something of a dual category. On one hand you have guys that know a lot about a particular subject and will share it if asked. On the other hand you have a guy that you can't shut up about

all the things that are wrong with a kit that someone brought in, whether they have been asked about it or not.

The joy sucker. We've talked about this in the past. This is the guy that basically tries to make everyone in the hobby as miserable as they are. For example, they will see someone with a freshly purchased kit in their hand and rather than helping to build excitement for the kit, they start listing off all the tiny and not so tiny flaws that need to be corrected in order to get the kit right. In reality 90% of these changes will never be noticed by anyone.

The stalker. This is a truly interesting bunch. These are the guys that linger around their models for

*(Continued on page 6)*

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## TCAH This Month

The monthly meeting will be held Saturday January 8, at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30. So come early. This month bring "firsts. Mark Is, Prototypes, first series, or anything else which qualifies as a first. This is also the month for the Allert P-40 Challenge contest. A Tomahawk IA would be a real "twofer".

## General Meeting Minutes

December 11, 2004  
by Johannes Allert

Ken Hornby called the meeting to order at 130pm. Special welcome to the RPM Car Club members who not only showed up, but brought some excellent models for display as well! Andy Burgess, previous member rejoined after a 5 year absence. Welcome back !

Old Business -

\* Club Roster & Club Dues - Roster passed around for members to update. New roster will be available in Jan. 2005. Another reminder that Club Dues are due !

\* Newsletter Distribution - Rick Schmierer is the new Newsletter Distribution editor.

\* Nordic Con - Steve Macey & Johannes Allert still need help with Nordic Con 2005. Raffle person is still needed, please contact them if interested. More discussion continued regarding Nordic Con. Please see Business meeting minutes for details.

\* P-40 Contest - Jan. TCAH Meeting 2005 is set for the P-40 Contest. Any model of P-40 in any scale. Members encouraged to participate.

New Business -

\* Club Contest - No interest in holding annual club contest. Tom Norrbohm suggested borrowing RPM's idea of a "White Elephant Contest". Members wishing to participate will each bring 1 kit to be picked at random. Kit selected will be built and judged in April 2005. At least 10 willing members needed in order for contest to be held. Members expressed strong interest in event to be held in conjunction with annual awards and pizza party.

\* Further Updates needed for Club Constitution & By Laws. Rules are in place for removal, but not appointment of Club Officer. No existing job description for Webmaster or Newsletter Editor. No provision for dissolution of club. Incorporation of club needed? All to be researched as well as discussed in Business Meeting.

\* Zumbro Valley Model Contest - 5 Feb 2005. Judges are needed.

Please contact them if interested.  
\* Newsletter - George Mellinger made the request for newsletter articles as well as updates for contests within Region 5.  
\* Display Cabinet - New models needed for display case. Please contact Ken Hornby or Steve Macey. Show & Tell followed as well as club raffle. Meeting adjourned at 3pm

## Business Meeting

December 11, 2004  
By Johannes Allert

In attendance were: Ken Hornby, Steve Macey, Tom Norrbohm, Johannes Allert, Don Burgoyne, and Dave Pluth

\*Club Constitution - Minor modifications needed. Ranking Club Officer to appoint new Club Officer followed by vote of approval from club members at general meeting.

\* Incorporation? - Club already covered by IPMS - USA as well as City of So. St. Paul. Follow up direct with IPMS - USA.

\* Dissolution of Club Assets - Calculated by dividing club assets between members who have at least 5 years consecutive membership with TCAH. All verbiage above to be spelled out and submitted for approval by general membership at future meeting.

\* White Elephant Contest - Tom Norrbohm to head up. Members wishing to participate are to bring a kit from their "shelve of doom". Kits to be selected at random. 1 swap allowed. Members will have at least 2 months to complete. Finish by TCAH April Meeting. Awards and incentives to be given to participants. At least 10 needed to hold contest.

\* Nordic Con - Steve Macey covered "to do" list. Raffle person still needed. Members encouraged to donate good kits for raffle. Discussion whether or not to have medallions or plaques. 4 X 6 plaques to be used. Tom Norrbohm to follow up on awards. Tables can be rented for approx. \$260 and they will deliver and pick up. Leg extensions

(Continued on page 3)

## TCAH Calendar

February - A month of cold, bad weather, so we honor the war in the Aleutians and North Pacific.

March - Forty years ago the Marines arrived at Danang, So we focus on the Viet Nam war.

April - April Fools. Bring models of failed aircraft and flawed concepts. Defiant, Me-210, and anything else that was a flying bad joke.

May - May 1940. We do not honor, but focus on the French Air Force.

June - The Korean War started this month, so bring Sabres, MiGs, and other models of the era.

July - A Hot month so bring jets of the Middle Eastern wars, Israeli, Syrian, whatever.

August - A vacation Month - So we recognize the airliners that take us there.

September - Contest Month. No theme.

October - School is under way, so this month we focus on trainers

November - Club auction & elections - No theme.

December - Another chilly month, so naturally, Aircraft of the Cold War.

*(Continued from page 2)*

used in past as well as extra lighting. Who has them? Club will contact Pat Butler & Rick Swanson to see if they still have them. Costs for vendor table (\$35), General Admission (\$1), and Registration (\$15 for the first 5 kits entered, \$1 after than for each one..early registration to be \$15 for unlimited amount to create incentive). Flyers to be sent out to all clubs within Region 5. Business Meeting adjourned at 4pm.



## From the President

by Ken Hornby

Here we are at the start of another year. While 2005 as a whole will be filled with things to keep TCAH meetings hopping, this month will be an especially busy one. We will be having the exchange for the "White Elephant" contest. If you plan on taking part please remember to bring in a model this month for the exchange. The model must be a mainstream injection molded kit and be complete with instructions. The actual contest will take place in April so perhaps a more fitting name would be the "April Fool's" contest. See Tom Norrbohm's article for fuller details on how the exchange and contest will work.

We also will hold Johann Allert's "themed" Curtiss P-40 contest this month. Anything goes as long as it's a P-40. This aircraft is one of my personal favorites, so I'm looking forward to seeing what's on the table. Again, see Johann's article for further details.

Finally, the general theme this first month is "Aeronautical Firsts". Record holders and breakers, prototypes, and first aircraft to ever (fill in the blank).

With the "White Elephant/April Fool's" exchange and P-40 contest both taking place this month, there won't be much more on the agenda. The one thing we will need to do this month is begin taking nominations for club awards. Start thinking of members you'd like to nominate for Newsletter Article of the Year, Historian of the Year, and Modeler of the Year. Voting will be in March with awards handed out in April.

Once again, after the general meeting we will be having a business meeting, both to talk about NordiCon planning and clarify proposed updates to the club Constitution and By-Laws.

As far as the rest of the year goes, I already have several leads for speakers and I may even hit up some TCAH members to give presentations so watch your backs. We still need help with NordiCon coming up this fall - coming sooner than you think. See either Steve

Macey or Johann Allert with any questions.

Your newsletter editor George Mellinger is also in need of articles for the newsletter. If you want to continue to see a quality product, consider writing an article.

As a final point I'd like to remind members of two events coming up after our club meeting. The first is the World War II History Roundtable meeting at the Ft. Snelling History Center. Their theme this month is "War on the Eastern Front" and takes place on January 13th at 7:00pm. They plan on having several German veterans attend to recount their experiences. If you've never been to one of these meetings, treat yourself and go - you won't be disappointed. Also taking place between our January and February meetings is the IPMS Zumbro Valley Scale Modelers' "Hope It Don't Snow Show" on February 5th held at the Stewartville Civic Center. There are a lot of talented builders in their club and they put on a fun show. Let's see a big contingent of TCAH down there to support them!

If you have any ideas or suggestions regarding the club feel free to contact any of the club officers. Remember that the officers may steer the club but the membership is the compass that guides us.

I hope everyone had a happy Holiday, here's looking forward to the New Year!

## Treasurer's Report

December 2004

by Tom Norrbohm

I want to thank everyone who paid their dues by mail this year, it made things much easier. I would guess that at least half of the renewals were done in this way. As of 12-13-04 we have 73 paid members out of 89. The new Club Roster will be available at the January meeting. Our Club balance as of 12-13-04 is \$7506.54.



## On The Show Table

December 2004

Aircraft  
Steve Erickson  
Hasegawa 1/32 Bf-109K4  
Dave Herrernan  
Heller 1/72 E2C Hawkeye  
Tamiya 1/48 Bf-109E-7  
John Higgins  
Italeri 1/48 Bell 205 Air America  
Steve Hustad  
Academy 1/72 Bf-109G14  
Revell/Loon 1/72 Bf-109G10  
Bob Maderich  
Minicraft 1/144 C-47  
AMTech 1/48 P-40  
???? 1/48 F4U Corsair  
George Mellinger  
AModel 1.72 Yak-4  
AModel 1/72 Yak-9U  
ICM 1/72 Yak-9  
Maquette 1/72 La-5  
TomNorrbohm  
Eduard 1/48 P-400  
Steve Rewey  
Hasegawa Bf-109G  
Mike Ronnie  
????? 1/48 Spitfire  
????? 1/48 Tony  
????? 1/48 A6M3  
Dennis Strand  
Accurate Miniatures 1/48 II-2  
Fletcher Warren  
Eduard 1/72 Fokke E.III  
Armor  
Don Burgoyne  
Tamiya 1/35 KV-1  
Bill Read  
Italeri 1/35 M-988 Soft Top  
Tamiya 1/35 M-988/M-242  
Tamiya 1/35 M-1025 Carrier  
Tamiya 1/35 M-1046/TOW  
Fletcher Warren  
Revell Ag 1/72 T-34/85  
Ships  
John Higgins  
Hasegawa 1/700 Ticonderoga  
Tom Norrbohm  
Revell 1/72 U-Boat VIIC

## P-40 Challenge Contest

By Johannes Allert

A reminder that in January, TCAH will have the P-40 Contest. Rules are simple. The first and most obvious is that it has to be a P-40 variant. P-36 not included. It can be any scale and MUST be build within

## Nordic Con 2005

By Johannes Allert

After a year's absence, TCAH is once again hosting Nordi-Con. This year it will be held on Saturday 10 Sept. 2005 at Flemming Field from 9am - 5pm . The Theme for this year's contest will be "Victory in the Pacific" marking the 60th Anniversary of the ending of WW II. Members and Clubs wishing to sponsor a trophy in relation to the theme are asked to contact Tom Norrbohm & Johannes Allert. Steve Macey & Johannes Allert have agreed to co-chair the event and have received help from a number of members. However, we still need help with regards to the Contest Raffle. This will involve collecting kits from the membership as well as local vendors. The majority of the kits, decals, etc.. will have to come from the membership. We are asking that each member consider donating at least 1 kit from your "shelf of doom". Be honest. We all have at least one good kit that we know we will never build. Another area where we will need help in is judging. Not just from our membership, but from other local clubs as well. Most important, we want to strive for consistency and impartiality. We are in the process of putting together a checklist for each judge to have on hand so that when they judge a model, it will be quick and consistent. With "Chicago Style" judging, more models can be awarded Gold, Silver, Bronze. On the day of the contest, we will need an army of "worker bees" to help set up and take down the venue site. Please let us know if you will be interested in helping. Active involvement in this years contest will help set the tone for not only this years event, but future events as well.

the last year. 1st, 2nd, and 3rd place to be decided by popular vote. Remember that the P-40 was used by numerous countries and flew in every theatre of WW II. It was there at the start as well as at the end of the conflict, so the sky's the limit (Pun Intended)

## White Elephant Contest

Tom Norrbohm, Contest Chairman

Only club members can participate. From your 'shelf of doom', bring one injected molded plastic model airplane kit (no limited run or vac-u-form or resin kits). Any standard run of the mill kit. It must be a complete kit. Bring the kit to the January meeting.

When all kits have been brought in (say 20), slips numbered 1 - 20 will be put into a hat. Model kits will then be secretly numbered randomly 1 - 20.

During the meeting, contest participants will be called up one at a time to draw a number from the hat. The matching numbered kit will then be given to the member and he must build that kit, even if it's the one he brought in. It all boils down to luck of the draw.

Models are to be built out of the box. Aftermarket decals are allowed. Seatbelts of decal or tape and rigging are allowed. No modifying the kit unless kit instructions say so. Models are then built and brought to the April 2005 meeting to be judged. Kit instructions should accompany the model, but this is not required.

There will be no categories. All models entered will be judged by a panel of 3 judges. A gift certificate of \$10 to Roll Models will be awarded to all those who enter a completed kit. No rush jobs! A 1st, 2nd and 3rd place gift certificate to Roll Models in the amount of \$30, \$20 and \$15 respectively, will be awarded to three winners. So one person can walk away with a total of \$40 in gift certificates to Roll Models.

I have received a lot of feedback about the contest rules since I posted the original rules to George. The above rules are the way I intended to have this contest done in the first place. If you don't like the rules, don't enter! We can see how this one works and make changes if necessary the next time around. Good luck and happy modeling!

## Russian SIGNALS

By George Mellinger



*Mikoyan Gurevich MiG-15 Fagot*, Warbird Tech Series, Volume 40, by Yefim Gordon and Peter Davison. A review.



The MiG-15 for much of the Cold war was the avatar of all Russian aircraft, much as the Zero was for Japanese aircraft. If an airplane had red stars, the public automatically called it a MiG. Even more than public ignorance, this illustrates the importance and omnipresence of this aircraft. Over 13,000 examples were produced, including the two-seat trainer variant the MiG-15UTI, and it seems to have been used by almost every country who ever flew a jet. Even this reviewer has had brief experience working on a MiG-15 trainer for the Minnesota Air Guard Museum. And the MiG-15 has participated in air combat in almost every corner of the world. While the single-seater has been superceded by a host of descendants, including the MiG-17, MiG-19, MiG-21, and later aircraft, the MiG-15UTI evidently still lingers in service in a few Third World and Fourth World air forces. Whether they actually are working aircraft or

hanger queens is another question, but even to remain only nominally in service is an accomplishment 55 years after the first examples entered service, and 45 years after the last airframe exited the factory. Its last known combat sorties were flown in the early 1980s, when Afghan and Soviet advisor pilots flew Afghan examples for target spotting during the Soviet-Afghan war. And though the MiG-15 flew no sorties, its last time under fire came in 1994 in Russia. A very few MiG-15UTI trainers were among the aircraft absorbed into the Chechen Air Force and were destroyed by Russian bombing during the first days of the Russian attack.

So every line of books has published its contribution to the MiG-15 library, and I believe I have them all. Thus, when this new book on the MiG-15 arrived begging for a review, my first reaction was "Just what the world needs...yet another MiG-15 book." Sometimes even my instincts are wrong; this was one of them. To my delighted surprise, this book has actually found new material about the MiG-15!

If you don't really care about the MiG-15, and just want a single volume so your library is complete, you've probably already got your MiG book, and won't want The Warbird Tech MiG book. But then you've probably already ejected from this review two paragraphs previous. If you've read this far, you already have a bunch of MiG books and are wondering if you need another. Yes. Get rid of something else and make room for Warbird. So how do I back up these enthusiastic words?

The first of the new generation MiG books was the MiG-15 book by Yefim Gordon and Vladimir Rigmant, published in 1993 by Motorbooks International. This newest Warbird Tech volume, is also by Gordon, and it shows a strong family relationship to his first volume. However, Gordon's first classic has been long out of print, and is virtually impossible to find, even in the 'used' market. So Warbird Tech has done a lot of you a b-i-i-g favor in releasing this updated replacement. If you missed your chance last time

around, you're getting a second chance.

And Gordon 2004, also includes significant new information and several improvements. Overall, I am much happier with the quality and the selection of photographs in this new volume. Though some of the 323 photos are repetitions, of course, many are new and well chosen. There is even a significant 8 page section with 36 color photos, including a number of camouflage schemes. Detail modelers ought to appreciate the color study of the VK-1 jet engine. Even better, the photo selection includes a significant number of photos for the conflicts over China in the Spring of 1950, and Korea 1950-53. Several photos are extremely rare gun-camera shots of MiGs claiming victories. These photos have been previously unavailable in western sources, and by themselves will justify the cost of this book for some of you.

There is one problem with the photographs. On page 40, one photo of a Czech CS-102 executing a ground test ejection, appears badly distorted. Obviously the photo editor shrank the horizontal dimensions without proportionately reducing the vertical; the result is a compressed MiG that looks like a "clown aircraft" more appropriate for the Moscow Circus. Considering the otherwise excellent selection, I was able to accept this momentary blunder as a bit of comic relief.

Without making a line-by-line comparison, it appears that Warbird had given a shorter, and more ab-

*(Continued on page 6)*

## Love Bites

By Terry Love

What Is Mach One?

The standard atmospheric model tells us that the speed of sound, or Mach 1, at sea level is as follows:  
761.18 MPH - miles per hour  
1,116.4 FT/S - feet per second  
340.29 M/S - meters per second  
1,224.74 KM/S - kilometers per second  
661.32 K - knots  
Any questions?

*MiGs Continued from page 5)*

abbreviated account of the development of the MiG-15 airframe and the evolution of the subtypes. But the listing and description of these subtypes, in my opinion is improved and clearer. Particularly welcome is the account of aircraft production, both Soviet and in foreign countries. An appendix actually gives the year-by-year production figures for the MiG-15, broken down by factory, and by variant type. I know the Russian book where Gordon got this material, but it is another source out of print and unavailable even in Russia, and further, Gordon's presentation of the material is clearer than the original source.

But best of all are Gordon's chapters on the combat use of the MiG-15, where he has incorporated significant information newly available during the last eleven years. I do take issue with his statement that the MiG-15bis was the main Egyptian ground attack aircraft during the 1967 Six-Day War; all other information says those aircraft were MiG-17s, but considering the chaotic nature of Cold War information, I will at least keep an open mind on this.

There is much new information on the MiG over Korea, including discussion of the first jet combats. While Gordon establishes once again that Russell J. Brown's "first ever" MiG kill was an erroneous claim, he gives a good explanation for the mistaken judgment. According to Gordon, a Captain Khari-tonov, jettisoned his underwing fuel tanks as he was being attacked, and the tanks plummeting a stream of vapor to explode below, while the MiG dived steeply for home, could well have given the impression of an aircraft going down to its end. For other new information about Korea, I'm going to make you go to the book.

A final chapter, just before the indexes is a strange and unfortunate chapter by Richard Marmo "Modeling the MiG-15". The author devotes his space to giving brief introductions to every kit of the MiG-15, of which he is aware. He starts with an old and odd balsa

and plastic contraption, which I remember but with no fondness, and the original Airfix 1/72 scale MiG-15. Marmo says it was state of the art when released, but I think he is being generous, even for that early era. And then on to the 1/53 scale Hawk/Testors kit. And the 1/48 Monogram. This chapter will delight the modeler Isot in nostalgia more than the serious builder looking for a kit. Though Marmo mentions the Czech KP 1/72 scale MiG kits, and discusses the Tamiya 1/48 scale kit and the four Trumpeter kits in 1/48 and 1/32 scale, he completely ignored the 1/72 scale MiG-15 from DML/Dragon.

Unfortunately, comments about the quality of the different kits are so general as to be irrelevant, and he gives no useful information at all about actually building any of these kits in particular, or any tips that could be useful in general for building a MiG-15.

Either from materials in the body of this book, or a bit of research, he should have been able to come up with a few suggestions on appropriate paints and colors, or choices of decals - he totally ignores the excellent after market decal sets from companies such as Aeromaster/Eagle Strike and Cutting Edge, all of whom have decal sheets which would compliment this book. But he does suggest that if you are not a model builder you can get pre-made display models from Philippine mahogany. Perhaps that would be better advice than relying on any of his other modeling "advice". This last chapter is out-of-place, and a bit of a let-down, but still cannot spoil this otherwise excellent book.

List price for this 104 page soft-bound book is \$16.95, which in my opinion is very reasonable for what you get. However, I know that a number of dealers, including our own Rollmodels are selling it for considerably less. I am sure John will have a number of copies available for purchase at the meeting on Saturday.

Thanks to Specialty Press for the review copy they provided.

*(Continued on page 7)*

*(Spraybooth Continued from page 1)*

the entire meeting or show to make sure that they can answer any questions about the model that someone could possibly have. I saw one of these guys out at a show in Oshkosh and was extremely amused by it. He had a 32nd scale jet of some type. When anyone would get near it he would pounce and ask if they had any questions about it. Now it was a decent enough model, but frankly it wasn't earth shattering. It's one thing to be proud of a model, it's another to be obsessive and spending 5-6 hours fifteen feet from your model seems to be leaning that way.

The magazine builder. This is another group that I really love. This group travels with copies of magazine articles that they have written about a particular aircraft and put them on the contest table next to the model. Now this is in the competition area not in the display area (where I would fully expect it and probably really enjoy it). There are a couple things about this that bother me. On one hand the model looks way better in the photos than in person. Second, get over yourself! There is a time and place for everything and a hobby show isn't the time or place for this.

The master builder. This is the coolest of the groups in my eyes. These are the guys that will bend over backwards to help you out and answer questions. They have a great grasp on skills and appreciate builders that are trying to improve their skills. They know that they are good and don't have to flaunt it to everyone.

The super master builder. This is a very interesting group. They are probably the best of the best and will never let you forget it, enough said.

The super builder. These are the guys that build and build and build. Basically they can cruise through a kit in a weekend and have it look decent. There are occasional contest winners, but for the most part the kits produced are decent. These are the guys that other guys speculate about how good they would be

*(Continued on page 7)*

(Spraybooth Continued from page 6)

if they took their time and really worked on a model. However the guys don't realize that it is about the joy of the build to these guys and not necessarily the winning of awards.

The super detail guy. These are the guys who go into extreme detail about their kits when asked. From the paint brushes that they used to the test pilot that flew it, each and every detail is painstakingly shared.

The regular modeler. Completes 1-3 kits per year and is just happy to do that. They build when they can and generally put out decent kits, but their lack of practice hinders them from really showing off their skills. They have a huge shelf of doom and a bigger shelf of good intentions.

The irregular modeler. This group completes about 1 kit a month with generally good quality or above. They don't say much about anything unless they are asked. They view their skills as adequate even though they may be somewhat above this level. In some ways modeling has become a practice in procedure rather than challenge.

The non-completer. This category should really fall into two classes. The first class are the guys that just can't stay interested enough in a kit to bring it to completion. The second group are the guys that can't complete a kit because they simply have to do so much to it. They have a hard time ever building out of the box and won't even look at a kit that they don't have to hack to bits.

The contest junkie. This group only builds for contests. Whether it's about competition or about prizes, this group is always ready to throw down if there is a prize of some kind involved.

So where do you see yourself? I can see myself in several of the areas which will give me a lot to work on in the coming year. So for now, Happy New Year and why was it you weren't building? Shut up and build!

## Airline Chatter

By Terry Love

Air Asia, Malaysia's low-cost airline, ordered 40 Airbus A-320 aircraft for \$2.5 Billion with options for 40 more.

Gol, Brazil's low-cost airline, ordered four more Boeing 737-800s Air Hong Kong ordered two Airbus A-300-600F freighters with an option for two more.

KLM ordered two more Boeing 777-200ERs. This will make a total of 12 Boeing 777-200s in the KLM fleet.

Etihaad Airways ordered five Boeing 777-300ERs for \$1.1 Billion.

Lufthansa ordered seven Airbus A-340-600s long range aircraft.

Air Deccan, India's low-cost airline, bought 30 Airbus A-320s worth \$1.8 Billion.

Airbus sold five Airbus A-330s to the Royal Australian Air Force to be used as air-to-air refueling tankers. The cost is \$1.4 Billion.

American Airlines will defer 54 of 56 Boeing aircraft on order that were scheduled for delivery from 2006 until 2010. The cost for those aircraft was \$2.7 Billion.

Boeing said that as of December 1, they had 37 airlines that have ordered 665 Boeing 777s, with 495 of them in service presently.

Northwest Airlines ordered 10 more Bombardier CRJ-200 regional jets.

Vietnam has ordered 10 Airbus A-321s for \$625.2 million. Vietnam also ordered four Boeing 7E7 Dreamliners.

United Airlines obtained a restraining order to stop the repossession of eight Boeing 767s and six Boeing 737s. United Airlines lost \$114 million in the month of October.

Airbus sold to China five Airbus A-380 super jumbo jets for \$1.4 Billion. Airbus also sold 23 new Airbus A-320s to China for \$1.3 Billion.

Boeing delivered its 500th Boeing 777 on December 7 to Air France. U S Air had 25 aircraft repossessed from them recently.

Singapore Airlines has ordered 18 Boeing 777-300ERs for \$4.1 Billion. This is the largest order ever for the Boeing 777. It holds 365 passengers and has a range of 8,000 nautical miles.

37 airlines now operate the Boeing

777.

Singapore Airlines fleet is 29 Boeing 747-400s and 55 Boeing 777s with 4 more still on order.

United Airlines will reduce its capacity by 14% on domestic U S schedules after the holiday season due to extreme low-fare carrier competition. They will add capacity to international flights. It will result in a net decrease of 3% in overall flight capacity.

Japan Airlines has the world's largest fleet of Boeing 747s. JAL presently operates 77 of them. They have owned 107 of them over the years. That is more than any other carrier in the world.

Northwest Airlines retired of their last Douglas DC-9-10 fleet on December 14. The last to go were fleet numbers 9138, 9153, and 9154.

Fleet number 9138 was the 122nd DC-9 built originally for Swissair. It was delivered on June 11, 1967. It ended up with 89,600 cycles and 77,000 flight hours. Next was fleet number 9153. It was the 68th DC-9 built originally for Eastern Airlines, and delivered on November 25, 1966. 9153 ended up with 86,100 cycles and 93,100 flight hours. Last was fleet number 9154. It was the 75th DC-9 built and delivered on December 17, 1966 to Eastern Airlines. It ended up with 86,100 cycles and 93,500 flight hours. Northwest Airlines is going to utilize these last three for charters and not park them, as of yet.

(MiGs Continued from page 6)

In other news from Specialty Press, I have recently purchased my copy of the new Aerofax book, Tupolev Tu-16 Badger, by Yefim Gordon and Vladimir Rigmant. I have not yet had a chance to more than skim, which annoys the hell out of me since the Badger has always been one of my favorite Russian jets, and my first skimming give every promise of another excellent book. But we should expect that since Gordon and Rigmant both worked as Tupolev engineers before the cold war ended, and they saw a better future in writing about airplanes than designing them. I hope to be able to provide a detailed review for a coming issue of the newsletter.

## Directions to the Club Meeting Location

**Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,** located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

### If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

### If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.



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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.