

The Aero Historian



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February 2005



Top Gun in the P-40 Challenge Contest - P-40N by Bob Fierra. Below is The Man, himself.



P-40 Challenge Results

The winners of the Aller P-40 Challenge were Bob Fierra First Place Dennis Strand, Second Place, and Steve Macey Third Place. George Mellinger, with five entries, conformed to the P-40, and Russian, philosophy - if you don't have quality, substitute quantity.

New Life Member Elected

In a unanimous decision, the Club Officers of TCAH have designated Noel Allard as a "Lifetime Member" of the Twin City Aero Historians. Ever since Noel Allard joined TCAH in 1967, he has been an active participant in Club activities. Over the years, Noel has held various positions within the club, serving as Vice President, President and Newsletter Editor. He was often the first person many new members got to know as he was one of the first "Greeters" we had back in the early years. Noel was very active in organizing the Mini Air Expo exhibits, strongly supported TCAH's first IPMS Regional and served on many committees. He has also assisted with other club events, and at one time, being an accomplished artist, designed the TCAH club Logo which was a takeoff on the "Flying Tigers" logo. Noel's involvement in the club has not been lim-

ited to just holding office. He is also a gifted modeler, as well as an historian and author of two books. His first book was "Speed: The Biogra-



phy of Charles W. Holman", one of Minnesota's aviation pioneers. His second book was "The History of

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TCAH This Month

The monthly meeting will be held Saturday February 12, at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30. So come early. This month is a month of cold, bad weather, so we will honor the war in the Aleutians and North Pacific. Your P-40s can make a second appearance, along with P-39s, P-38s, Zeros and the like. Somebody might even think to bring a Catalina or a Ventura.

General Meeting Minutes

January 8, 2005
by Johannes Allert

Vice President Steve Macey called the meeting to order at 130pm. New Members & Guests - TCAH welcomes our newest member, Mr. Cal Wood.

Old Business -

TCAH 2005 Club Rosters -Tom Norrbohm has the new 2005 TCAH Rosters. See him if you'd like a copy. Volunteer Needed for Nordic Con Raffle - Volunteer is need for Nordic Con Raffle. Members asked to donate a kit, decal sheet, book, etc. for raffle. Jeff Fries has stepped forward to fill this position. TCAH Golf Shirt - Members interested in getting a TCAH Club shirt with a sewn logo, please sign up. So far, 20 members have expressed interest. Pres. Ken Hornby to look into a local place and get pricing. Zumbro Valley Model Contest 5 Feb - Judges needed. Also, if members want, they may download pre-registration form their website. Display Case - Aircraft still needed for TCAH display case. See Steve Macey if interested.

New Business -

Noel Allard honored as TCAH Lifetime Member - Noel was selected as lifetime member for his long-standing membership and involvement with TCAH. Noel will be moving to Park Rapids, Minnesota
IPMS Photos - Terry Love has sent some photos from TCAH gathering to IPMS.

Free Books - George Mellinger has an arrangement with "Specialty Press". Members wishing to do a book review can contact George. He will send them a copy to review and write about. Review to be published in "Aero Historian". Book is theirs to keep, providing they finish the review.

½ price off on overstocks - Alex has some overstocks that he is selling at ½ off.

Charter to Wash Dulles / National Air Museum - Terry "Spook" Johns, from the Commemorative A.F. spoke to the club regarding the possibility of chartering a 1 day trip to/ from Wash DC Dulles Airport to see

the new Air & Space Annex. Membership expressed a strong interest in trip. He will get back to us with details of cost, date, etc.. Sun Country has 737's that can accommodate approximately 160 passengers.

P-40 Contest - Event drew approx. 15 models. 3rd Place went to Steve Macey, 2nd Place went to Dennis Strand, and 1st Place went to Bob Fierra.

Yearly Awards & Nominations - TCAH annually presents awards for "Modeler of the Year", "Historian of the Year", "Newsletter Article of the Year" and "Member of the Year". So far Fletcher Warren, Steve Rewey and Dennis Strand have been nominated for the category of "Modeler of the Year". Nominations will be taken until next month. Voting in March and award presentation in April.

"White Elephant Contest" - Tom Norrbohm kicked off the New Year with the "White Elephant Contest". Volunteers brought in a kit to exchange with another member picked at random. Kits to be built and then judged at the April Meeting.

Show & tell took place after the P-40 contest. The raffle netted \$60 and meeting adjourned at 3pm.

Treasurer's Report

January 2005

by Tom Norrbohm

We have 80 members and a balance of \$7566.41. All quiet on the Northern Front!

On The Show Table

January 2005

John Bernier	
1/48 Monogram	P-40B
Steve Erickson	
1/48 Tamiya	v-1 Buzz Bomb
Dennis Strand	
1/48 Czech Master	Bell XP-77
Steve Rewey	
1/48 Hasagawa	F-18 A "Aggressor"
Steve Hustad	
1/35th scale Diorama	"Scythe of the Somme, 1 July 1916"

TCAH Calendar

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.

(Noel Continued from page 1)

Minnesota Aviation 1857-1945". He has also been an active member of the Minnesota Air National Guard Museum and currently holds a position on the board of directors for the Minnesota Aviation Hall of Fame. Noel restored his own plane and flew it for many years. He presently makes historically accurate engine data plates and instruction decals for use in aircraft restoration. Noel Allard has recently retired from Wells Fargo and has relocated to Park Rapids, MN. Although retired and moving away from the Twin Cities, Noel plans to keep busy with his passion for aviation. Best of luck Noel and Godspeed!

Business Meeting

January 8, 2005

By Johannes Allert

Vice President Steve Macey called the meeting to order at 3pm. Members present were: Ken Hornby, Steve Macey, Tom Norrbohm, Jeff Fries, Fletcher Warren, Don Bourgogne, Larry Donovan, Axel Kornfuhrer, and Johannes Allert. TCAH Golf Shirts - 21 Members signed up. Ken Hornby to check on prices.

Nordic Con 2005 - Venue - Don Bourgogne to have tables signed up no later than Feb. 2005.

Registration - Johannes Allert to "proof" sign up sheet. Larry Donovan to make copies.

Vendor Contact - Johannes Allert. \$35 per table was decided.

Trophies - Tom Norrbohm to look into 4X6 sizes and see if Gold, Silver, and Bronze can be done.

Advertising - Steve Macey updated old sheets. Johannes & Steve to make copies.

Raffle - Jeff fires volunteered for task. Kits needed from general membership. Deadline is April to donate.

Leg Extensions - Pat Butler has extensions & Rick Swanson has lights. Centralize and have Johannes Allert keep in storage.

CAF & Wipair Tour - Ken Hornby to contact both groups for possible tour.

Food Vendor - Contact Civil Air Patrol to see if they want to set up kiosk for food. Any profits they make, they keep.

Meeting adjourned at 330pm.

A Follow-up Note to Last Month's Cover Photo

Subsequent to releasing last month's newsletter, I found a friend who translated the Chinese characters on the noses of those MiG-15s.

It says Chinese People's Volunteers Liberation Air Defense. But since Chinese characters can be read with more than one meaning, it could also read "liberate the air of the United Nation's Imperialist Running Dogs". Thanks Martin.

Contest Calendar

2-5-05 IPMS/Zumbro Valley
Stewartville Civic Center
Corner Highways 63 & 30
Stewartville, MN
Contact: Ed St. Denis
sdstdenis@msn.com

3-5-05 IPMS Great Plains
Contact: Franc Ciccarella
FCiccarella@aol.com

4-2-05 IPMS Plastic Surgeons
Valley Free Chrch
Des Moines, IA.
Contact: Greg Metge
gmgha@mchsi.com

4-9-10-05 Sioux Area Scale Modelers
Show Your Work/Share Your Skills
Old Courthouse Museum
Sioux Falls, SD

4-16-05 IPMS Mad City Modelers
Radison Inn
512 Canyon Drive
Madison, WI
Contact: Jim Turek
jijtmodel@yahoo.com

4-29-30-05 R5Con Hosted by
IPMS Quad Cities
Holiday Inn
Davenport, IA
Contact: Glen Broman
grbroman@aol.com

7/20-23-05 IPMS National Hosted
by IPMS/Metro Atlanta
Cobb Galleria Convention Center
Atlanta, GA
www.ipmsusa2005.org

9-10-05 NordicCon
Twin Cities AeroHistorians
South St. Paul, MN
www.aerohistorians.org

10-29-05 IPMS Glue Crew

11-12-05 IPMS Butch O'Hare



From the President

By Ken Hornby

It's that time of year when every dedicated modeler is cocooned in his "hobby room", fashioning award winners out of lumps of plastic while daydreaming about all the contests coming up in the Spring. I have to admit even I have glued two pieces of plastic together recently. There may not be much happening outside right now, but your club has been busy. The P-40 contest last month went well, we have the "White Elephant" contest to look forward to in April, and planning for NordiCon is coming along. The NordiCon organizers still need help with several items, including the raffle. Also, the IPMS/Zumbro Valley Scale Modelers contest in Stewartville will have come and gone by now. They asked TCAH members for help with judging. With a pool of 80 members I wish I could say they had a good response from us but, at the time I'm writing this, we had one volunteer. That's right, one. Two if you count me. Aren't we an enthusiastic bunch of modelers? Hopefully in the future our club will never need help with anything from any other club in the area. Read sarcastically: I'd like to do something about the apathy in our club, but I just don't care.

For those of you who aren't on TCAH's Yahoo group email forum, I have an update of sorts concerning the trip to NASM's Udvar-Hazy center mentioned at the January meeting. At that time we were told it was in the preliminary planning stages and a show of hands was asked for to see how many TCAH members were interested. Well, your club officers were informed the weekend of January 22-23 that the trip was a "go" for April 19th. Unfortunately, we weren't told that the trip was open to the public and had already been sold out before we were even notified that it was going to happen. So I have to apologize to any of you that were interested in going, but unless you telepathically contacted Sun Country Airlines within several days after our January meeting there won't be any TCAH members

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The Master Builder

By Frank Cuden

OK, OK, I admit it! I'm in a rut. Seems the last few kits I've built have been of the short-run variety. Don't know why that is other than the fact that each one struck my fancy at the time. It started with the 1/48th HiPlanes kit of WorldJet, the racing Mustang. Interspersed has been the Octopus TBY Seawolf in 1/72nd scale along with the Special Hobby F2G Super Corsair also in 1/72nd scale. Going back a bit, it was the Pavla AT-9 Jeep. I've learned something during this process.

First of all, be prepared for things to look good in the box but when assembly begins, the problems begin. Mixing resin bits along with styrene is a great idea - in theory. The resin wheel wells on the Corsair were just too thick so they had to be sanded paper thin before I could get them to work. Then the engine. I got hold of the Engine's 'n' Things R-4360 figuring that I could use the two front rows that would provide the depth and look of the old corn-cob powerplant. All well and good excepting the fact that I had to file the cylinder ends to get that thing to fit within the confines of the cowling.

OK. So I decide to show the flaps dropped. Getting an aftermarket set, putting them in place, I find they don't fit right either! My point is that short-run kits are fine but adding to them just complicates the build. As I write this, the model has a coat of Dark Sea Blue, the flaps are in place and all the tail control surfaces have been cut and re-glued to show some animation to an otherwise bland-looking blue model. Onto the Seawolf. Octopus provides two vacu-formed canopies that would probably stop a frozen chicken! Very heavy clear plastic. Trying to get it to fit over the cockpits is not an easy chore. There have been other miscues with that model but I'll spare you the details.

Enter Gary Chambers, honoring my request for two of the old Hawk odd-scale C-131's. They're both ready for paint too, however the real job concerned the engines. Hawk/Testor's provide decals for

the engine fronts! I wanted to have "real" engines in them. So I had to hollow out the flat front end of the nacelles. That worked but again, the engines were too big in diameter. Maybe the fact that they were for the Minicraft C-54 has some credence here. Anyway, several sessions yielded good results. Of course, the landing gear bays had to be boxed in and that took time too.

Working in the Hobbycraft 1/72nd scale Otter, I thought I'd get some relief, but, alas, that was not to be. Their control wheels looked great but when put in place on the cockpit floor, the wheel would have stuck out a good 1/4 inch from the confines of the cockpit! So even the injection molded kits were after me too!

I've sworn to myself that the next kit I build will be something that isn't short-run. On my pile however, are quite a few short-run kits so I suspect I'll be doing battle with another one in the months ahead. This treatise is not intended to scare you away from short-run kits. Just be prepared to do some extra work on it to get it up to snuff. Should you "cross over" and decide to modify something on the kit, then you're on your own!

Don't get me wrong. I'm enjoying all of it and my skills are developing further. Allowing myself to "cross over" in a way, is a lot of fun. Little things like the propeller not being of the 14-foot variety on the Super Corsair set my mind to thinking just how I would lengthen it and get it to a scale 14 feet. I took it as a challenge and in the end, I now have a scale 14-foot propeller awaiting paint. So it's not just building the carcass. It's bending one's mind, coming up with a plan that will work should one choose modification. Just another facet of modeling, I guess. Some months ago, I read an article that stated modeling is a good hobby to have as it can help prevent Alzheimer's due to the fact that when modeling, one uses both sides of the brain. Now there are those of you who will argue that I haven't had one of those in years! I won't disagree with you some days!

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Spraybooth Logic

I Got Nothin'

By Dave Pluth

The title this month says it all. I got nothin'. I've started to write this column two or three different times already and nothing has really stuck, so I've decided to update you on some items from previous columns.

A few months back I wrote about building a tank for a young soldier that was stationed over in Iraq (The Aerohistorian, November 2004). His name is Mike Vai. Mike has been back in the states for a few months after his first tour. His artillery group is currently training to escort convoys using humvees. They will return to Iraq in the next couple months. Needless to say, his folks are a bit worried. Please keep Mike and his family in your prayers.

The untimely death of Accurate Miniatures (The Aerohistorian, April 2004) has been slightly exaggerated. As so many people were nice enough to write me and tell me that they had a website and that the website said that everything was A-OK and they were back. Well you know that websites never lie so it must be true.

Sure enough, it looks like they are back reissuing their old kits and have announced a couple of new kits. Two things are rather striking about this. First, wasn't pre-announcing kits one of the things that got them in trouble with people in the first place? Second, they also look to be releasing their new Vindicator series all together, just like they did with the Yaks, Stomoviks and F3F's. That strategy allowed modelers to simply pick the ONE that they wanted and didn't take advantage of the modelers curse to buy whatever the first one to come out and then proceed to complain that it wasn't the one that they wanted!! You guys are killing us here!

"The shelf of doom." (The Aerohistorian - August 2002) When I coined the phrase some three plus years ago I didn't realize what it would mean to the folks that read this column. I have had many people tell me their tales of woe regard-

ing their shelves and how they were going to start to chip away at the SOD. Others have basked in the glory of their shelves and the hundreds, nay thousands of kits that have occupied their shelves; you can trust me on this one, these kits have no exit strategy and will be permanent residents on the shelf!

I've had others curse me about that little phrase. It would seem that one bright modeler told his wife about the phrase, for him the "shelf of doom" is no longer merely something that he chuckles about with the guys on meeting day; it is something that his wife rides him endlessly about. Sorry about that.

This poor soul has learned an important lesson about this column; don't share it with people that don't "get it". By "get it" I mean that people that suffer from the same modeling ailments that I do and understand my plight and the subtle humor (that's what I like to call it) and barbs enclosed in this monthly column. The less initiated see only ammunition to poke fun and deride the afflicted modeler and that's just wrong. So please, make sure you use the powers of Spraybooth Logic for good and not evil!

I hope that if nothing else each month this column brings a smile or two to all of you. I hope it also occasionally makes you cringe and take note of something that you may want to work on. Most of all, I hope you are reading it while sitting at your workbench and waiting for some paint to dry. After all, spraybooth logic is only about shutting up and building. So what are you waiting for?

If you have a topic for Spraybooth Logic, please feel free to send it to me. It can be an observation about modeling, something that chides or pokes fun at it or just something you are curious about (having to do with modeling), you never know, it may end up here! You can send any ideas to . Thanks!



Book Review Opportunities

By the Editor

Who wants new, free aviation books, just for writing a review? Once you review it, its yours.

Here's the way it works. I get a book from a publisher with a request for a review to be published in the newsletter. I will post a note on the web discussion forum, asking for volunteers, and at the next meeting I will pass along the book to whoever volunteered. Then you have to write a review and send it to me by e-mail within a month's time. (Sorry, if you're not computerized, but life is unfair and so is your editor.)

The review should be typed, using proper English. Length is flexible but you can presume about one standard wordprocessor page, or two to three newsletter columns. It can be longer if you have something important to say. No fancy formatting. Just tell what the book was about, and what you thought were its strong points, and significant weak ones, if any. Try and give some specific examples to back up your opinion. and remember that as a reviewer you have responsibilities both to some poor guy who hopes to see his work rewarded with successful sales, and also to some other poor guy who is thinking of how to allocate his hobby money. Panning a book just to show how witty and superior you are, wrongs the author. Praising a bad book just to get further reviews, wrongs a friend who buys it on your advice. As long as I edit the newsletter, our policy is honest reviews, either enthusiastic or negative, and I will deal with an unhappy distributor if necessary. For those of you who may feel intimidated about a first effort, I will work with a novice author.

If you don't do a satisfactory review in reasonable time, I expect the book back, so I can pass it along to someone else . If you let us down by not following through, you will be screwing not only the publisher, but also fellow TCAH members, since that will likely mean no more books to review for any-

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Russian SIGNALS

A Fitter Book

By George Mellinger



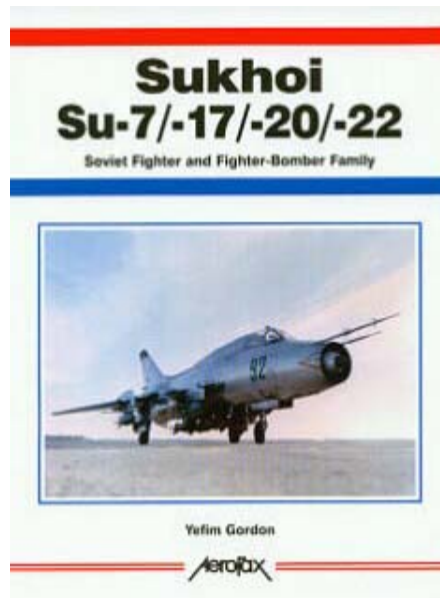
When the fixed-wing Su-7 originally entered service in the late 1950s, it suffered the standard shortcomings of Soviet aircraft, short range and insufficient hardpoints, preventing it from carrying the combat load which it might have managed. Yet it was fast, maneuverable, and very tough. Though the Su-7 never had occasion to test itself against NATO, during the Indo-Pakistan war of 1971 and the clashes between Egypt and Syria and Israel the Su-7BMK proved capable of conducting air strikes at acceptable loss rates.

The original Su-7 had been produced as a swept-wing fighter sharing considerable commonality with the delta-winged Su-9 Fishpot, but after a very brief production run, the Su-7 was transformed into the Su-7B, which soon gained further variants, all designed for tactical support. At the end of the 1960s the airframe was redesigned with the then-fashionable variable-sweep wings, as part of a program to increase performance further and cure some of the other deficiencies, such as inability to operate from shorter airfields. NATO dismissed the new Su-17 for being based on an old airframe instead of a totally new aircraft like the flashy MiG-23/-27 family. Why only the outer wing panels rotated, due to the need to preserve space for the main gear stored in the inner wing panels!

Just as NATO experts underestimated the Tupolev Bear as backward compared to the modern Bison, once again they got it wrong. In fact the Fitter proved able to carry a heavier payload further than the Flogger, and also to be more capable of updating its avionics suite. Ultimately, the backward Fitter, adapted for variable geometry, outlived the purpose-designed Flogger. And in the hotspots of the 1980s, Angola and Afghanistan, it

was the Su-17 Fitter family which served as the workhorse of Fighter-Bomber Aviation, while the MiG-23 played a secondary role at best. And granted that the Sukhoi Fitters never equaled their NATO rivals, they compared well against other Soviet designs. Fitters, particularly the swing wing Su-20 and Su-22s, proved quite adequate for the pilots of a number of smaller, less advanced air forces. Incidentally, the widespread use of the Fitter by foreign air forces is the explanation for the confusing aircraft designations. All Soviet Swing wing Fitters are designated as Su-17s. Aircraft built for foreign countries, including Warsaw Pact, received Su-20 and Su-22 designations, reflecting different standards of avionics suites, engines, and so forth.

And though Russia retired all of its single-engine jets during the early 1990s, the swing-wing Fitters continue in the service of numerous non-European countries. Now Yefim Gordon has ended the neglect of this aircraft with his new book, *Sukhoi Su-7/-17/-20/-22 Soviet Fighter and Fighter-Bomber Family*, published by Aerofax.



This book naturally has the exceptional detailed coverage of development and technical detail which we can take for granted with anything bearing the Aerofax label, but Gordon, as a former designer, brings his own special expertise.

Like his other efforts, Gordon for

this book relies heavily on materials gathered from the Russian Aviation Research Trust of Great Britain, which contains not only English-language materials, but also includes extensive materials published in recent years by the East Europeans and the new Russian aviation magazines. Unfortunately, he sometimes uses this material uncritically, as when, relying on Western early cold war sources, he includes the Su-7 Fitter in the air forces of East Germany, Hungary, North Vietnam, Cuba and Libya; in fact none of these countries used the fixed wing, but only the variable sweep Fitter, and Cuba never used either the fixed or swing wing variants. In fact, elsewhere in the book he contradicts his own mistake.

On the other hand, he gives valuable, and new in English, information on the use of the Fitter variants in a number of local conflicts. Coverage of the Indian Su-7s in the 1971 war is notable and as is his attention to the Afghan War, seen, naturally enough from the Soviet perspective. Perhaps Gordon gives excessive detail for the minor engagement in August 1981 when two Libyan Su-22s were shot down by the US Navy, but the information was available, and he does give an unusual pro-Libyan perspective. Likewise, you also get new details about the Su-17 and Su-20 in the Arab-Israeli wars. In his coverage of German and Polish Fitter use, Gordon gives us full tables of aircraft numbers and fates. Such information several times over justifies owning this book, for anyone who does not have access to the Russian sources.

But there is one even better reason to get it. The photographs! I cannot recall having seen a more outstanding a collection of 250 illustrations, many of them in color of excellent quality. Many of the photographs are of airframe details which will delight the modeler. There were several photos which I am certain have been seen before on neither side of the Iron Curtain. There would be something in this book even for the Russians. Too bad they will have trouble getting it.

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Airline Chatter

By Terry Love

Air Europa, the second largest airline in Spain, has ordered 10 Airbus A-350-800s with an option for two more. The Airbus A-350 is still in the design stage. It is to compete with the new Boeing 7E7 Dreamliner.

Japan Air Lines ordered 30 Boeing 7E7 Dreamliners with an option for 20 more. Deliveries begin in 2008. With this order, Boeing has orders for 112 of the new 7E7 Dreamliners.

Northwest Airlines will begin service from Minneapolis to El Paso, Texas on April 4.

Air Europa ordered 3 more Boeing 737-800s for \$195 million. Air Europa presently has 32 of the Boeing 737-800s.

Jazeera Airways of Kuwait, ordered 4 Airbus A-320s with options for 4 more.

Continental Airlines ordered 10 Boeing 7E7 Dreamliners for \$1.3 Billion. Continental Airlines is the first American airline to order the Boeing 7E7. This order bring the total to 122 firm orders for the new 7E7. Continental also ordered 8 Boeing 757-300s, and will accelerate the delivery of 6 Boeing 737-800s.

Vietnam Airlines ordered 4 Boeing 7E7 Dreamliners. The cost is \$500 million. Vietnam Airlines presently operates 6 Boeing 777-200ERs and four Boeing 767-300ERs.

TSA, the Transportation Security Agency, confiscated 6,501,193 prohibited items at security checkpoints in 2004. The breakdown is as follows: 1,895,915 knives, 3,285,994 cutting instruments, 294,694 clubs, 20,509 box cutters, 598 fire arms, 693,548 incendiaries; and over 3,000 arrests. Approximately 650 million passengers were processed by the TSA in 2004. Average wait time was 3 minutes.

Air Deccan, the Indian low cost carrier, ordered 14 ATR72-500 turbo-prop airliners for \$240 million.

China is designing its own medium-range airliner with 90 seats. It is based on the MD-90 (DC-9) airliner that China built for McDonnell-Douglas years ago.

Continental Airlines is retiring all of their MD-80s in a move for fleet commonality. Continental will now only operate Boeing 737s, Boeing 757s, and Boeing 777s.

O'Hare Field in Chicago was the world's busiest airport in 2004 with 992,479 takeoffs and landings. Atlanta was second with 962,460 takeoffs and landings.

Aloha Airlines filed Chapter 11 bankruptcy on January 4. They have a fleet of 27 Boeing 737s.

Aloha's competitor in Hawaii is Hawaiian Airlines, who are already in bankruptcy.

Boeing delivered the following 285 airliners in 2004:

717 - 18; 737 - 202; 747 - 15; 757 - 11; 767 - 10; 777 - 36

Boeing delivered the following known military aircraft in 2004:

F-18E/F - 48; F-15 - 3

C-17 - 16; T-45 - 7

C-40 - 3 (Boeing 737)

Hapag-Lloyd Airlines ordered 10 Boeing 737-800s for \$655 million.

Airbus delivered 305 airliners in 2004, beating Boeing for the second time. Boeing had the following previous deliveries:

2001 - 527; 2002 - 384

2003 - 281; 2004 - 285

UPS ordered 10 Airbus A-380 super jumbo freighters. No cost was given, but it should be about \$3 Billion. This is the first order for a freighter in the Airbus A-380 series of airliners.

Bavarian International Airlines ordered 6 Boeing 737-700s for \$330 million and took options for 6 more. Boeing announced that they will end production of the Boeing 717, formerly the Douglas DC-9, MD-80, etc. The 717 competes directly with the better selling Boeing 737 series. The first DC-9 flew in over 40 years ago.

Airbus rolled out their new Airbus A-380, the new super jumbo double-decker 555 passenger airliner on Tuesday, January 18th. 14 airlines have ordered 149 Airbus A-380s by the time of the roll-out.



(President Continued from page 4)

on the flight. Sorry guys, I had my hopes up as much as anyone.

Your newsletter editor still needs articles. You don't have to be John Steinbeck to write something for our newsletter. Book reviews, kit builds or historical themes are all welcome. We also need models for our cabinet at the airport terminal. The cabinet does have a lock and rarely gets moved except by one of us. It would be nice to show the general public what our talented club is capable of producing. By the way this month's theme is the Aleutian theater. To really get inspired, why not build your model outside.

(Master Builder Continued from page 4)

But if in some way that is true, then we are all blessed with a hobby that is also a medical prevention device. So to quote the great Sage, Dave P. "Go build something." I refuse to shut up first!

(Reviews Continued from page 5)

body. So, if someone fails to review, or otherwise blows it, he's toast. Aside from people who work their way onto my screw-up list, I will try to share out opportunities equitably, as they occur, though giving priority to topic experts.

(Fitter Continued from page 6)

But you can get your copy direct from Specialty Press at 1-800-895-4585, for a market price of \$36.95, plus S&H, or from a number of other dealers, including our own John Roll.

Minnesota Scale Modelers

by Bernie Kugel

A few members from the various clubs around the Twin Cities have recently gotten together to start up a new model club: Minnesota Scale Modelers (MSM). We are not in competition with any club but more of an extension with the clubs in the TC. Our focal point is models in general and the skills and techniques in building. All genres are accepted; ships, cars, aircraft, armor, sci-fi, figures, etc.

We meet at the Anoka County Library on the 2nd Tuesday of the month at 7PM. The library is at 707 County Road 10 NE in Blaine (Old Highway 10), a few blocks east of Northtown Mall. Call the Library at 763-785-3695 for directions.

We invite anyone interested to attend. Our next meeting is on Feb. 8th. And please feel free to bring in your models for show and tell.

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 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.