



O-2 by Frank Cuden

1920 Loening Pulitzer Racer by Rick Koehnen

After serving as chief engineer for the Army Flying School in San Diego and then the Sturtevant Aeroplane Co., Grover C. Loening formed his own aircraft company in 1918. His first aircraft was the M-8 monoplane which was designed for the U.S Army Air Corps to out perform the Bristol Fighter. The design was unique in that it was a braced mono-plane with a 300 hp Wright built Hispano-Suiza engine with the radiator mounted below the engine in a tunnel in the nose. This impres-

sive design was given an order for 5,000 which was cancelled at the Armistice. The Navy though had purchased a single example for testing, followed by three scaled down versions known as "Kitten's". These were followed by 10 aircraft (designated M-8-0), then another 36 built by the Naval Aircraft Factory (M-8-1's), and finally six seaplanes (M-8-1S's). A final version known as the LS was built to test Richardson floats which were like a single float split down the center with flat inner sides.

In 1920 a third major air race began to supplant the inter-national

Gordon Bennet and Schneider races. Newspaperman Ralph Pulitzer, began the Pulitzer Trophy Race after consulting with Army and Navy officials, based strictly on speed, each contestant racing the clock. The designated course to be flown began and ended at Mitchel Field, Long Island with the aircraft flying from Mitchel to Lufberry Field, to Henry Damm Field back to Mitchel (29.02-miles) four times for a total distance of 116.08 miles.

A record 37 military and civilian contestants began the race with 25 finishing, one disqualified for cutting

(Continued on page 3)

TCAH Officers

President, Bob Maderich

Vice-President, Larry Donovan

Secretary, Bernie Kugel

Treasurer, Steve Jantscher

Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
651-481-8887h
763-496-6742w
bob@loumc.com

Distribution Editor

Rick Schmierer
1852 E. 39 Street
Minneapolis, MN 55407
612-721-8787
rschmierer@mn.rr.com.

Send articles to:

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
bob@loumc.com

Send Change of address notice to:
Steve Jantscher
20430 Texas Avenue
Prior Lake, Minnesota 55372

TCAH This Month

The monthly meeting will be held Saturday September 13, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

From the President

by Bob Maderich

So, this month's rant is pretty simple, NORDICON, NORDICON, and NORDICON. Here's your checklist:

1) Please show up, bring models and support the show.

2) Be patient with the changes, whether it be the venue, or the judging.

3) Bring kits for the raffle and give them to Jeff. Bring them to the September meeting or the day of the show.

4) Support the vendors, umm, that shouldn't be too hard.

5) Volunteer where needed. Check with Bernie at this month's meeting.

6) Finally, have a great time. The bar will be open, and Cathy is serving up food.

Now, mind you, these are not dictums. Just some suggestions for a great show. I hope to see all of you there.



Airline Chatter

by Terry Love

United Airlines lost \$2.73 Billion in the second quarter of 2008.

United Airlines plans to eliminate 13% of its work force in a major downsizing. United Airlines will cut its domestic capacity by 17%, park all remaining Boeing 737s, and park 6 Boeing 747s.

Jet Blue, a low cost carrier, lost \$7 million in the second quarter of 2008.

Delta Airlines terminated its regional airline contract with Express Jet, who has a 23 plane fleet of Em-

braer EMB-145s. In its place, Delta Airlines signed a contract with Pinnacle Airlines, the regional airline of Northwest Airlines based in Memphis. The merger of Delta and Northwest Airlines continues. Pinnacle has 16 Bombardier CRJ-900s. The CRJ-900 holds 90 passengers where as the EMB-145 hold 50. Contract is good through 2017.

U S Air lost \$567 million in the second quarter of 2008.

Northwest Airlines lost \$377 million in the second quarter of 2008.

Alaska Airlines lost \$14.1 million in the second quarter of 2008.

Southwest Airlines earned \$321 million in the second quarter of 2008. This is entirely due to jet fuel hedging.

Northwest Airlines is parking 14 Boeing 757s in September. Also Northwest is parking 33 Douglas DC-9s. They will still operate 61 Douglas DC-9s. There will be 20 DC-9-30s, and 41 DC-9-40s/50s operating.

Emirates Airlines of the UAE, ordered 30 more Airbus A-330-300s and 30 Airbus A-350s. The deal is worth billions of dollars.

Atlanta is the world's busiest airport with 89.4 million passenger arrivals and departures. Chicago's O'Hare airport was second with 76 million passengers, and London's Heathrow was third with 68 million passengers. Rounding out the top ten airports were Tokyo with 67 million passengers, Los Angeles with 62 million passengers, Paris with 60 million passengers, Dallas with 60 million passengers, Frankfurt with 54 million passengers, Beijing with 54 million passengers, and Madrid with 52 million.

American Airlines has 5800 mechanics at Tulsa overhaul main-

(Continued on page 3)

(Continued from page 2)

tenance base, 1700 in Dallas and 700 in Kansas City, the former TWA maintenance base. In September, American will layoff 1300 mechanics and 200 maintenance management people.

Air Tran Airlines lost \$13.5 million in the second quarter of 2008.

FedEx started retiring its fleet of Boeing 727s in 2006. They are replacing them with Boeing 757s. FedEx now has 90 Boeing 757s in its fleet. It costs 25% less to operate the Boeing 757, and it has 20% more cargo capacity. Also it has a crew of 2 instead of 3 on the 727s.

Boeing built 1050 757s from early 1980 until the last one was built in 2004.

Delta Airlines now offers wireless internet on some of their flights. Cost is \$10.00 for 3 hour or less flights, and \$13.00 for flights over 3 hours long.

United Airlines cancelled an order for 42 Airbus aircraft, forfeiting \$91 million deposit.

British Airways loves the Boeing 777-300ER. They just ordered 2 more of them. Value of deal is about \$530 million.

American Airlines will speedup deliveries of Boeing 737-800s on order so they can replace the MD-80s, one for one.

American Airlines flight 915 operates from Miami to Bogotá. On June 15, it was cancelled. Why? It was not due to weather. It was not due to maintenance. It was not due to crew. It was not anything that had ever happened before. What was it? Well, while the ground crew was loading cargo, they found a loose skunk inside the cargo hold. The cornered animal promptly did what skunks are known for. The cleanup took sometime to "air" the plane out!!! I wonder what kind of a delay code a skunk is? PU!!!!!!



Prepare For a Landing On Your Bookshelf

Reviewed by George Mellinger

It is one of those mysteries, one of our dirty little secrets, but we all are fascinated by pictures of broken airplanes, unless it is our own latest 1/48 scale creation newly fallen prey to the cat. The reason for this fetish is unclear to me, though I admit to sharing it. Perhaps it is the excitement and the mayhem. Perhaps it is the fact that such photos are always real, and never faked for museum or propaganda purposes. I like to think that another aspect is that such photos so often reveal intimate little structural details obscured in the catalogue photos. Whatever it is, we love these shots, and I admit that includes me.

So I was delighted to receive a copy of Cory Graff's CLEAR THE DECK! Aircraft Carrier Accidents of World War II. This book has an additional benefit, since it comprises photos entirely of the much neglected US Navy aircraft at their most vulnerable. Primarily a photo book, with 207 photos within its 132 pages, it also has some excellent accompanying text. Here are comparisons of the F6F and the F4U, and details of the handling about the Avenger and the Dauntless, and the greatly feared (by our own side) Helldiver. There is discussion of the inherent risks of flying from an aircraft carrier, and how they can so often lead to broken airplanes. But the photos are the main attraction. Why this book even as a few rare photos of the Buffalo and the Vindicator. One vindicator photo even shows an aircraft being kept afloat by inflatable ditching bags. In most cases the unfortunate aircraft's squadron and or carrier are identified, making this a further benefit for the modeler's library. Photos of the TBM-1 in escort carrier gray and white camouflage are rare, so a photo of such an aircraft sinking, but with the color demarcation lines clearly visible is a great find. I would have been even more grateful had there been a nice photo of a

pranged Brewster Bermuda, or a TBY-1 Seawolf, but that is being greedy. This book is quite a treat for anyone with any interest in naval aircraft. This book is published by Specialty Press, at a shelf price of \$16.95, and can be procured either directly from them, or from our own John Roll.



(Continued from page 1)

a pylon. and 11 dropping out with engine problems. The majority of the entrants were DH-4's and VE-7's with other stock fighters being a Thomas-Morse MB-3, SVA A-1, SVA 9, SE-5A, and an Orenco D, with a Morane-Saulnier trainer thrown in for good measure. Two special racers were built, one the Verville-Packard R-1 which was basically a stock VCP-1 pursuit with its 300 hp Wright-Hispano engine replaced by a Packard V-12 of 638 hp. Flown by Capt Corliss Mosely and carrying number #63, the R-1 took first place with an average speed of 156.5 mph. Second place was taken by the MB-3 flown by Harold E. Hartney at an average speed of 148 mph.

One aircraft which dropped out on the last lap with an average speed of 150 mph was the Loening Special. This was a M-8-1 (A5791) with a newly designed wing which had the span reduced by 5 feet and cord by 2 feet. Streamlined steel tubes replaced the wide wing struts, the landing gear struts were faired in, the double cockpit replaced by a single cockpit and the engine was highly streamlined compared to the production aircraft. The Special was flown by Marine Lt. B.G. Bradley and after developing a water leak in the first lap was forced out on the last, unable to finish. Racing Planes and air races, by Reed Kinert lists the Loening as averaging 150 mph over the first three laps, while United States Navy Aircraft since 1911, by Swanborough and Bowers, lists an average speed of 160 mph. Depending on which reference you like best, you are looking

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at either a first or second place finish if it had been able to finish the race.

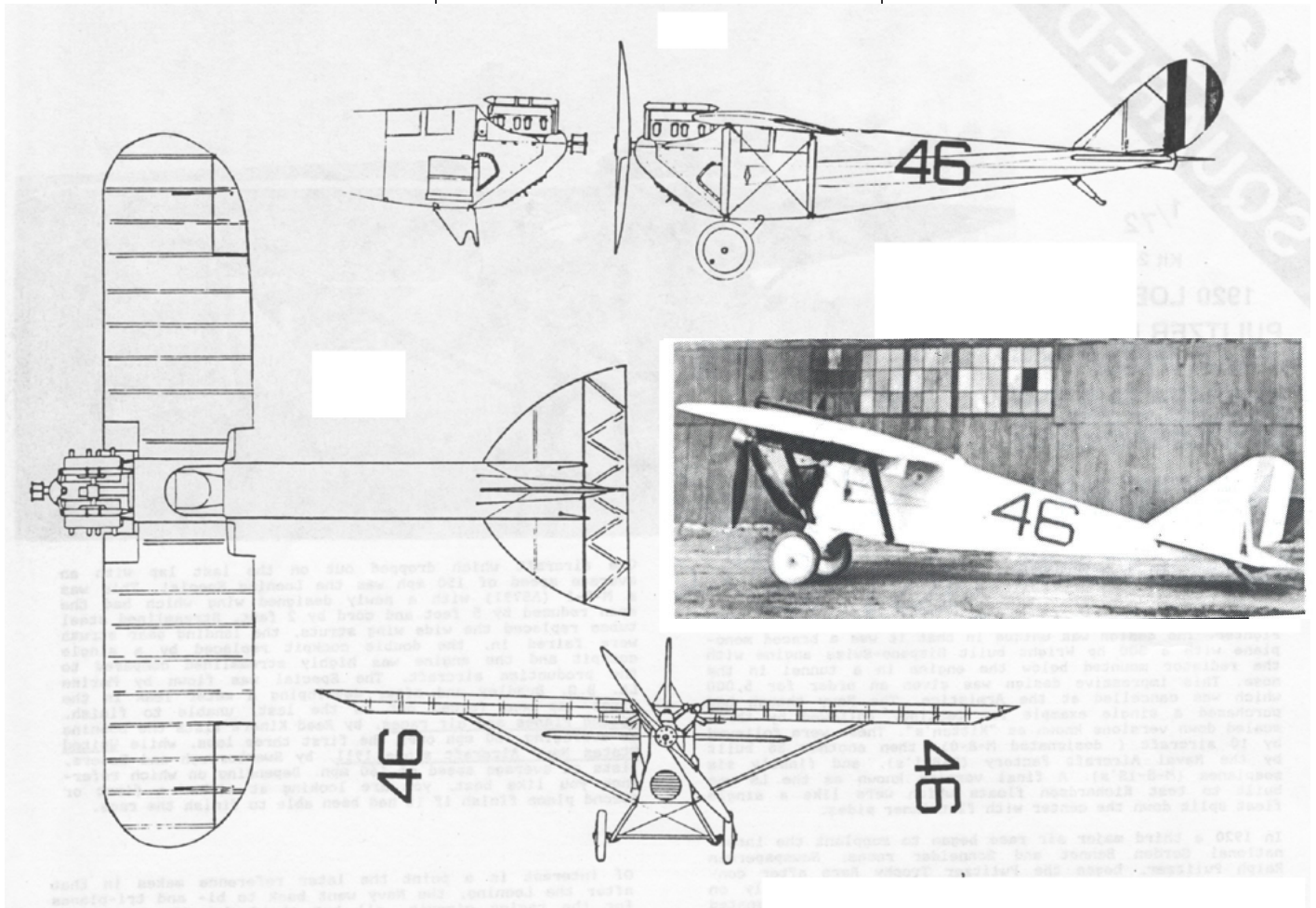
Of interest is a point the later reference makes in that after the Loening, the *Navy* went back to bi- and tri-planes for the racing circuit, all but abandoning the monoplanes for ten years to come.

The two photos in the references have been reproduced here along with most of the information, if you would like further background the recommended reference is: *Racing Planes and air races*, by Reed Kinert.

Coloring: Paint the entire aircraft to simulate several coats of clear dope on linen (tan). The entire nose (metal parts) should be painted black, engine steel, tail skid, wing struts and propeller - brown.



Decals: put the insignia in your scrap box, place the tail strips on the tail, and "46" on each side of the fuselage and one under each wing with the bottom toward the fuselage.



Book Review

AMERICAN SECRET PUSHER FIGHTERS OF WORLD WAR II

by Gerald Blazer
Published by Specialty Press
October 2008

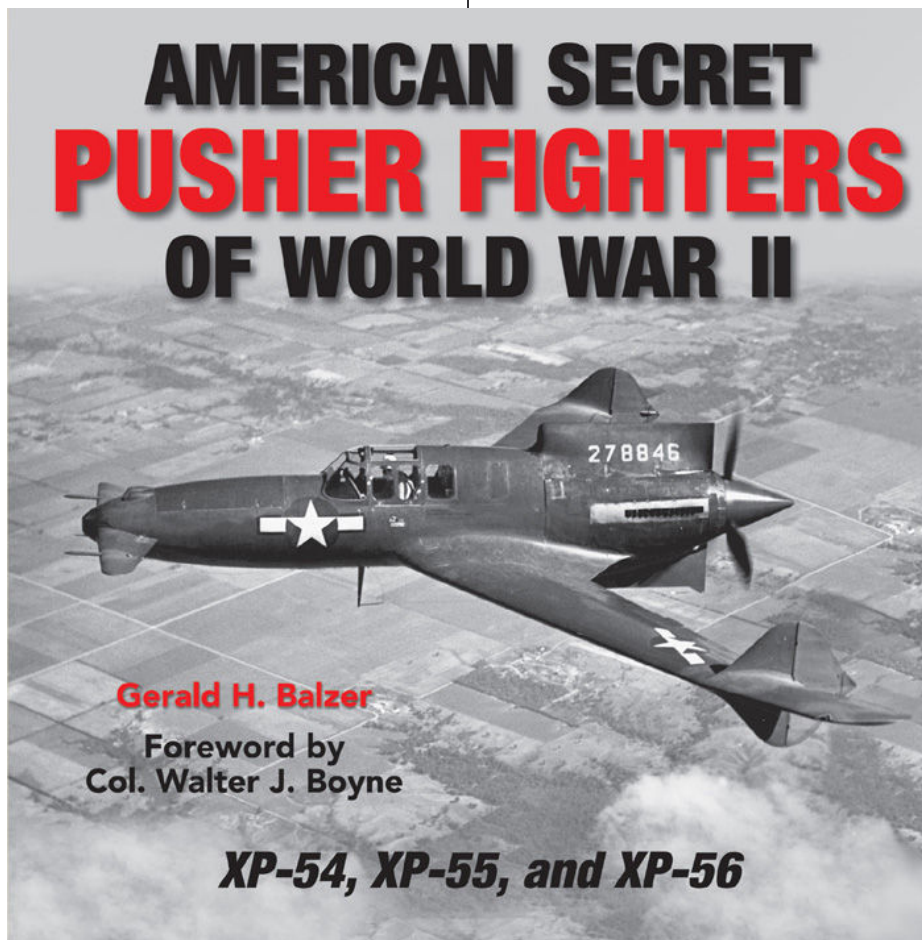
This book presents an engineering perspective in easy-to-read text that discusses the difficulties encountered in the design of an airplane with near-technically impossible design requirements. The book tells how three different manufacturers approached the problem, details their successes, and examines their failures. Lessons learned from these aircraft have been employed in today's latest modern military aircraft. . The author is a former Northrop engineer who had unprecedented access to the company's records for the XP-56, and who has done extensive research with primary source documents to round out the XP-54 and XP-55. The general public will be seeing the majority of this information here for the

first time. . Many never-before-published photographs of once-secret aircraft complement detailed and technical text that appeals to the casual enthusiast as well as the hardcore history buff.

American Secret Pusher Fighters of World War II analyzes the state of military aircraft procurement just prior to the start of World War II. It provides insight into the difficulties encountered by America's air services in dealing with an isolationist Congress and a limited mindset in the Army, which was seemingly indifferent to the aeronautical progress being made in Europe by the British and Germans. The book then focuses on the three winners of the 1940 fighter competition – the Vultee XP-54, the Curtiss XP-55, and the Northrop XP-56. These radical designs ("Pusher" referred to having the engine in the back) used non-strategic materials and were developed in secret. At the time, the aerodynamics of these aircraft far outpaced engine develop-

ment. In addition, this book details the technical difficulties of mating an advanced aircraft design with inadequate engine development.

About the Author: Gerald "Gerry" Blazer is a retired aeronautical engineer currently living in Springfield, Missouri. Born in Wisconsin on June 10, 1926, he sparked a life-long interest in old airplanes at age 10 by building a flying model of the Curtiss Robin. He joined the Army Air Corps in 1943 and later served in the Army Air Force Training Command at Williams Field, Arizona. Upon leaving the service in August 1946, he decided to pursue aeronautical engineering, later receiving a bachelor of science degree in that field from Northrop University. He went to work at Northrop in February 1950. Later he moved to McDonnell in St. Louis, where he worked on the F-4 and F-15 programs; he finished his career at TRW in Redondo Beach, California. During his career he had the good fortune of working on the F-89, "Snark" missile, T-38, F- 5, F-4, F-15, and the DSP program at TRW.

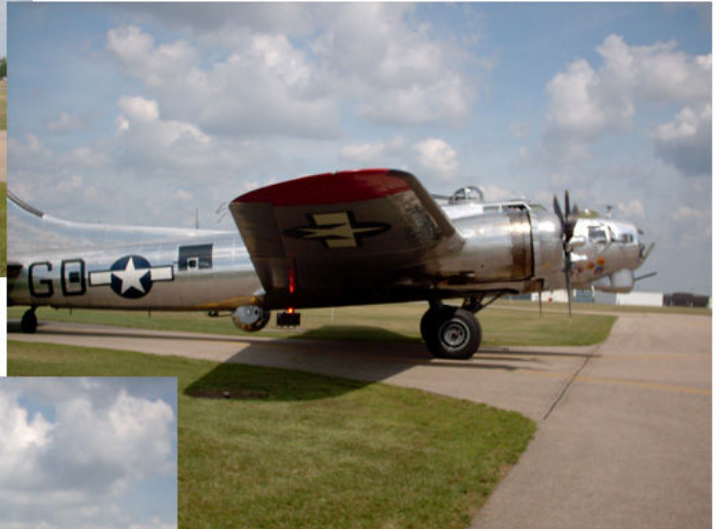
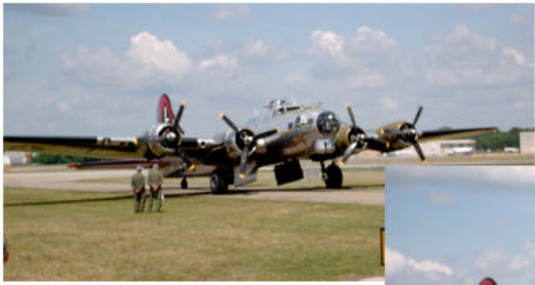


Articles Needed!

We're running out of 'Good Stuff' and need to fill some of this white space. Not only could you write something, but photos of Models like Frank's O-2 on the cover (see the kind of placement we'll give you) or photos of planes at airshows (or anywhere) like those in this issue are great, too.

Email submissions to the editor at bob@loumc.com or mail them to the address on Page 2.





B-17 at Air Expo 2008



F2G at Air Expo 2008

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.

Twin City Aero Historian
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

Return address requested

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.

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