



1/72nd Hasegawa/RVHP UA-1E Skyraider Target-Tow Aircraft
by Frank Cuden

The N.A.C.A.
by Don Stauffer

It was always written as a word and eight characters- four letters and four periods. It was an abbreviation, the National Advisory Committee for Aeronautics. It was pronounced as four syllables, never as a two

syllable acronym. It was created before the age of acronyms. Even today, when we are comfortable with acronyms, and write it as just four letters, NACA, no one in the aerospace industry ever pronounces it as an acronym. It is pronounced as the four letters, *en-ay-see-ay*, in deference to its heritage.

It was created in 1916. Europe, seeing the war clouds descending, and banking on the military role of the airplane, had created national research and development centers. France was first with Gustave Eiffel's laboratory. The Germans were
(Continued on page 7)

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TCAH This Month

The monthly meeting will be held Saturday October 9, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.



From the Prez

by Larry Donovan

Hello and welcome to the October Newsletter!

WOW...the models! WOW...the vendors! WOW...the awesome organization! WOW...the show participants and walk up spectators!

If you missed Nordic Con 2010, you missed some of the above superlatives from those associated with the show this year. Some very special thanks are due to the following:

1. John Ross and the Nordic Con team for organizing such a great time!

2. Productivity, Inc (John's employer) for letting us use the facility- many comments on the great venue this year.

3. The vendors, who not only support the show with table fees, but also with merchandise for the raffle and awards for the contest.

4. Bernie Kugel (ably assisted by Lori) and the judges; with the quality of modeling on the tables it was not easy to be a judge.

5. The other clubs that helped with all phases of the event but especially their valued help with judging.

6. *Fine Scale Modeler* for once again covering our event.

7. The spectators, most of whom were blown away by the models and facilities...judging by the seven emails I have recieved (that's a first, for me at least!).

8. Last, but certainly not
(Continued on page 4)

Secretary's Notes

by Mark Jacques

The meeting was called to order at 1:30PM.

A moment of silence was observed in honor of those lost this day nine years ago.

Guests/Visitors: No visitors or new members this month.

Vendor update: Axel had several new Schiffer books: "Watson Whizzers: Operation Lusty and the Race for Nazi Aviation Technology", "The Forgotten Squadron - The 449th Fighter Squadron in WWII - Flying P-38s with the Flying Tigers, 14th AF", "Parachute Rifle Company: A Living Historian's Introduction to the Organization, Equipment, Tactics and Techniques of the U.S. Army's Elite Airborne Troops in Combat on the Western Front in WWII" and "War Diaries of a Panzer Soldier: Erich Hager with the 17th Panzer Division on the Russian Front 1941 - 1945", along with "Consolidated B-32 Dominator: The Ultimate Look from Drawing Board to Scrapyard", "Russian Military Air Fleet" "Volume 1: A Chronology 1910 - 1917" and "Volume Two: Victories, Losses, Awards".

Greg Drawbaugh still is waiting on his printer issues to be resolved.

John Roll is back with a lengthy list of new offerings from Classic Models Classic Warships, DML/Dragon, Eagle Edition, F Model, Fine Molds, Fujimi, Hasegawa, HobbyBoss, Lifelike, Master Barrel, Planet Model, SAM Limited Publications, and Valom; as usual, please check the RollModels.com website for
(Continued on page 5)

Airline Chatter

by Terry Love

Tibet Airlines ordered 3 Airbus A-319s. However it is through the Chinese government, who controls all airlines and aviation in China. China has been trying to annex Tibet for years now.

Boeing announced that during a test flight of the new Boeing 747-800 freighter, it easily lifted over 1 million pounds of cargo. That is 500 tons of freight!!!! This is the most of any previous Boeing aircraft.

United Airlines and Continental Airlines have received government approval to merge.

Mexicana Airlines ceased all operations on Saturday, August 28.

Japan Air Lines, who is in a financial crisis, will retire 40% of its fleet, abandon one in eight of its overseas flights, and halt 25% of its domestic flights.

Air China bought 15 Boeing 787-900 Dreamliners for a basic price of \$3.19 Billion.

Delta Airlines says that the key to their recovery is Asia – ex Northwest Airlines routes. The merger has been very good for Delta Airlines. Delta has added 12 flights to Asia since the merger. They are working on 4 more to Japan now.

British Airways, Cathay Pacific, and United Airlines have all pulled aircraft out of desert storage to return to the line fleets. British Airways pulled out a Boeing 747-400 from storage. The aircraft will enter service this month on the New York City to London route. British Airways

also pulled out another Boeing 747-400 last May. United Airlines pulled out a Boeing 747-400 last June for their Asia routes. Cathay Pacific reinstated 5 Boeing 747-400 freighters for their Asian routes.

Lufthansa has pulled out about a dozen short-haul A-320s from storage, and is planning to pull a Boeing 747-400 out this fall. Lufthansa still has 7 Boeing 747-400s in storage in Arizona.

British Airways is talking to Qantas Airlines of Australia about merging.

The largest airlines in the world by fleet size are:

Delta Airlines 743
American Airlines 615
Southwest Airlines 547
United Airlines 359
US Airways 343
Continental Airlines 338
Air Canada 335
China Southern Airlines 320
Lufthansa 317

The largest airlines by scheduled passengers flown in 2009 were: (in thousands)

Delta Airlines 161,049
Southwest Airlines 101,339
American Airlines 85,719
United Airlines 81,421
Lufthansa 76,543
KLM/Air France 71,394
China Southern Airlines 66,280
Ryan Air 65,300
Continental Airlines 62,809

Air China ordered four more Boeing 777-300ERs for \$1.15 Billion.

Airlines placed 112 airliners into storage since January of 2010, but now 72 of those have been returned to flying the routes.

Delta Airlines retired the last Douglas DC-9-30, N8929E, msn 45866, from scheduled service. The last flight was

DI2106 from Detroit to Manchester, New Hampshire on September 6. Previously Delta Airlines retired the type in June of 2005, but inherited the type again with the merger with Northwest Airlines. A few DC-9-40s (unpainted) and all DC-9-50s (painted) continue to operate scheduled Delta Airlines routes. Five years ago, Northwest Airlines operated 172 Douglas DC-9s.

Air Zimbabwe fired all of their pilots because their salaries were too much at \$2500 per month, according to the Zimbabwe government, who own everything in the country. Air Zimbabwe has 3 Boeing 737s and 2 Boeing 767s plus 3 Chinese made MA-60 turboprops. Wonder what the reliability and safety of the new replacement pilots will be?

Airbus is negotiating with the government of China for a very large order of airliners.

Airbus announced that Cathay Pacific Airlines of Hong Kong bought 30 Airbus A-350s for \$7.82 Billion. The A-350 is a direct competitor with the Boeing 787 Dreamliner.

United Airlines and Continental Airlines shareholders voted to approve the merger of the two airlines. They are now the world's largest air carrier in front of Delta Airlines.

Aeroflot, the Russian airline, ordered 50 Boeing 737-800s. The Russian government owns the majority of stock in Aeroflot.



Upcoming Model Events

by Mark Jacques

18 September 2010 – OzCon 2010 – Emerald City Modelers @ the Kansas Aviation Museum, 3350 South George Washington Boulevard, Wichita, KS, www.ipmswichita.org.

19 September 2010 – 15th Annual Model Car Contest – The South Central Modelers @ Nicollet County fairgrounds, Union Street, St. Peter, MN 56082 http://public.fotki.com/72superduty/south_central_model/

25 September 2010 – Nordic-Con 2010 - "Higher, Farther, Faster" – Twin Cities Aero Historians @ Productivity Inc., 15150 25th Ave. N., Plymouth, MN 55447. www.aerohistorians.org

2-3 October 2010 – St. Paul – Minneapolis Military Relic Collector Show – Wonders of Technology Bldg., Minnesota State Fairgrounds, Sat. 8AM-6PM~Sun. 9AM-4PM; Admission: \$5.00, Children 10 and under FREE, contact Joe Dudley (651) 291-1717, jdudl@aol.com

15 - 17 October 2010 – 36th Annual MMSI Show – The Military Miniature Society of Illinois @ The Chicago Marriot, Schaumburg, IL www.mmsichicago.com

16 October 2010 – Glue Crew 2010 Model Contest and Swap Meet – The Glue Crew @ Howard Johnson Inn and Conference Center, 7101 Mountain Road, Wausau, WI www.thegluecrew.com

30 October 2010 – KC Con 2010 – IPMS/Great Plains @ The First Church of the Nazarene, 11811 State Line Road,

Kansas City, MO, contact Stuart Malone at 913-530-3529 or smalone@kc.rr.com or www.ipmsgreatplains.com

13 November 2010 – 28th Annual IPMS/Butch O'Hare Open Model Contest – The IPMS/Butch O'Hare @ St. Paul's Church of Christ, 5739 Dunham Road, Downers Grove IL, contact John Wendt at 630-969-9016 or jwendt001@comcast.com or www.butchoharemodelers.com

3 – 6 August 2011 – IPMS/USA National Convention: "Omaha by the Sea" – IPMS/USA @ La Vista Convention Center, Omaha, NE contact: www.ipmsusa2011.org or email omahabythesea@cox.net



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least, the modelers themselves and the work and passion they put into the models on competition and display.

By the time you read this, pictures of the event should be on the website. Please visit so you can get an idea of Nordic Con 2010. Several things stand out, in my mind, about this year's show. First, the number of participants who braved some unique situations to get to the show: roads blocked or washed out; construction detours; awful weather and so on. Secondly, the balance within the categories, especially Sci-Fi and Real Space, Automotives, Figures (including wargaming/Games Workshop models), and pre-World War Two themes. Thirdly is the increase participation in the Youth category, including a contingent from Mapleton (MN). Finally, the

increase in women modelers in the competition, both in Youth and Adult categories. To my mind, this was a truly great Nordic Con---can't wait for edition 2011 next September!

Just a few more notes to 'hit' upon before I end up. At the **October** meeting we will be having a talk on the Naval side of air operations over Viet Nam and a theme show table on Viet Nam war aircraft from both sides. Also **October** begins the "campaign" season as we will open up nominations for the club officers for 2011. Please consider participating in helping by volunteering to serve on the leadership committee. We also have added a new position, Sergeant-at-Arms, to be elected. **November** is the annual Auction so start going through that "stash" again so we can have the table absolutely groaning with goodies (before we start the auction). **November** is also election month, thankfully without the acrimony that seems to seize the nation during its two and four year cycles. **December** is the club contest, sometimes referred to (lovingly) as the Bob Maderich Contest. Any model built in 2010 is eligible. Do models *completed* in 2010 count? Yes, the oft-talked about Bloch 174 will grace the December table...even if it drives me insane!! And although 11 months away, it is time to be thinking about the road trip out to Omaha (the Paris on the Missouri) for the 2011 IPMS Nationals.

To wrap up, thanks to all for a great Nordic Con 2010 and looking forward to a great last three months of 2010!!! Keep the kits a'buildin'!



(Continued from page 2)

details of the latest product offerings. John also relayed information that Poly Scale paints will be discontinued.

Axel reminded us of the Military Relic Collectors show on October 2-3 at the State Fairgrounds (see the events list for additional details). Unfortunately Axel says he has a family commitment that weekend, but will be represented at the event.

Bob Friskney informed us of an article in the November issue of Airway magazine describing Mid-Continent's modification of the Doolittle Raider's B-25's in February 1942 to extend their range.

Merrill also informed us that our own Noel Allard is going to be inducted into the Minnesota Aviation Hall of Fame – congratulations Noel!

See later in the newsletter for a detailed list of the display of workmanship from our "On the Table", as presented by Merrill Anderson.

The following themes, their schedule and their sponsors are as follows:

- October 2010 - "1970 to 1974 Vietnam: US Navy/Marine aircraft and their PAVN (North Vietnamese) counterparts" – Mark Rossman. In conjunction with the theme, a guest speaker, Captain (ret.) Ken Volker, who served with VF-51 "Screaming Eagles" during 2 cruises in '71-'72 aboard the U.S.S Coral Sea.
- January 2011 - "Mustang Round-up" – Dave Hueffmeier
- February 2011 - Color Table

"Red" – Greg Drawbaugh

- May 2011 - "Hawks" - Dave Hueffmeier

We will continue to have an "open" On the Table in addition to the Theme Table – similar to what we did in June with the Snap-Tite challenge on the table to the far right and the other 2 tables for the "open" items.

Nordic Con 2010:

According to John R. Ross (J. R.), Nordic Con 2010 is progressing nicely. There will be the raffle and (new for this year) a silent auction for some larger quality kits, books, decals, accessories and possibly a completed work or two. The venue for next year's Nordic Con is established for the Knight's Hall in Fridley the weekend of the 17th or the 24th of September 2011 depending on which weekend other regional shows are on.

Old business:

The motion to amend the Constitution and By-Laws to create the position of Sergeant at Arms was made by Bernie and after a second, was approved by a majority of the membership present (32 – 4). Article Three of the Constitution of the Twin City Aero Historians is amended to read: "T.C.A.H. shall be governed by officers elected annually. These annual elections shall be held at the November general meeting. These officers shall be President, Vice-President, Secretary, Treasurer and Sergeant At Arms. They shall take office at the first meeting of the club year, that meeting taking place in December." A new article describing the function of Sergeant At Arms will need to be created and the existing Articles Eight through Ten will need to be re-numbered to be Nine through Eleven. The new Article Eight of

the Constitution reads: "It shall be the duty of the Sergeant At Arms, under the direction of the Club President or other presiding officer, to play an integral role in maintaining order and decorum at club meetings and club sponsored/hosted functions and to assist in practical details of organizing meetings." In addition, Section 6.e of the By-Laws is amended to read: "Sergeant At Arms: Under the direction of the Club President or other presiding officer, the Sergeant at Arms shall play an integral role in maintaining order and decorum at club meetings and club sponsored/hosted functions and to assist in practical details of organizing meetings". The amended Constitution and Bylaws will be accepted and signed at the December 11, 2010 meeting by the next slate of officers as elected at the November 13, 2010 meeting.

New business: Let's start thinking about candidates for club officers (President, Vice-President, Secretary, Treasurer and Sergeant At Arms) for the November elections.

Bob Friskney gracefully agreed to reschedule his presentation "Fun at FedEx/Kinkos" to January 2011.

It is getting time to consider refreshing our display case with some new examples of our club's craftsmanship. Maybe those award winners from Nordic Con might consider displaying their craftsmanship?

No other new business was brought up. For those wishing to receive a hard copy of the Treasurer's report, please contact Dave Hueffmeier. Copies of the club roster are available from Mark Jacques on request.



Meet the Modeler

The Club Officers would like to continue an old custom of posting a member's modeling background on the website. This is completely voluntary, but it's a nice way to learn who's got similar interests, or has a similar background, or to just get to know somebody you haven't yet. We'd especially like to get a submittal from new members soon after they join.

To show you how it would go, John Ross has volunteered to be the first in a long time. If you would like a blank form with just the questions in Word format, contact the editor.

Meet John Ross Jr. (aka: "JR")

1) How long have you been modeling? About 40 Years. **How long have you been a TCAH member?** This is my first year.

2) What was the first model that you built? Not sure it was my first, but the first one I remember is a 1/144 Boeing 707 kit I got for my birthday. **What do you remember most about it?** At the time I remember watching a movie that dealt with plane crash reconstruction so my model did lots of carpet landings...

3) What was the last model that you built? The Fine Molds 1/48 Snow Speeder from Star Wars Episode V: The Empire Strikes Back. **What do you remember most about it?** Wanting to display it up on a winter diorama and incorporating a mirror as a frozen pond into it.

4) Do you have a theme (or themes) to your modeling collection? Not really, I like to build just about anything. Every genre of model building has something to offer and many times skills you use in one area can carry over to the other more than you think...

5) What's your favorite aircraft and why? My favorite aircraft is the P-40 as flown by the American Volunteer Group (AVG). As a kid I always loved the Tiger Shark mouth on the nose. When CB's were popular I used the handle "Flying Tiger" and I have the flying tiger logo tattooed on my left shoulder...

6) What has been your favorite kit or model that you've built? Why? I actually have a couple, starting with the Hasegawa 1/48th scale A-4EF and the Fine Molds 1/72nd scale Y-Wing Star fighter. I love both of the subjects and the engineering on both kits is phenomenal.

7) How many kits have you built? Sorry I lost count but 100's I would say... It depends if you count all the Make-N-Take kits I helped build over the years too...

8) Is there anything else you'd like us to know? I got started building models after watching my Dad growing up. As a young child I remember sitting on the couch and watching Dad build a kit in the living room. We lived in an apartment at the time so Dad would have to set up his stuff and tear it down after each session. Everything used to go into an old tool or tackle box, tools and paint wise. To fund my addiction to styrene my brother and I used to cut grass, rake leaves or shovel snow in the neighborhood. For some of my larger projects I resorted to selling greeting cards and stationary door to door, you might remember the ads in comic books growing up...

My first job was working at Moeller Hobby Center in Robbinsdale at the age of 15. I worked there and Gager's in Brookdale to get through high school. I am a moderator on a forum: forums.scalehobby.com It's a fun place to talk with others about building and share your builds, ask questions, etc... We are a small board but have a loyal set of followers.

I am passionate about building and keeping the hobby alive, so I am a big believer in Make-N-Take events to help drum up interest in the addiction (I mean hobby). My son also builds models and I am hoping to pass the addiction on to my grandson as well. I am very lucky to have a wife tolerates my addiction...

9) What other hobbies do you have? Golf, riding Motorcycles, camping and trying to play the Ukulele...

10) How many kits do you have on your shelf of doom? While I am a builder I have also grown to be a collector, with about 300 unbuilt kits. I do hope to build all of them in my lifetime. Some of the kits are extra kits I acquired as a possible investment for later, especially in the Sci-Fi area.



(Continued from page 1)

next with their center at the German University at Gottingen. The British responded, creating the Royal Aircraft Factory, soon renamed the Royal Aircraft Establishment. Without government sponsored research into aerodynamics and aeronautical science, soon fell way behind.

A number of key players in academia and the burgeoning aircraft industry recognized the problem and began to lobby for a US center. This lobbying effort paid off, especially since the war in Europe had started and some feared- correctly- that the US could not avoid eventual entanglement. An act of congress created the committee in 1916. For its first few years it acted only as a management and funding agency, assigning research projects to academic, other governmental agencies, and industrial organizations.

Often there was a need for research that no one in the US had facilities for.

Congress appropriated funding in 1918 for a laboratory of its own for the N.A.C.A., and the laboratory was built- the Langley Memorial Laboratory- at Langley Army Airfield near Hampton Roads, Virginia. The laboratory soon established its worth with world class wind tunnels, especially the variable density wind tunnel that allowed testing of wings, and even whole airplane models, at real flight Reynold's numbers.

Important practical results from NASA included the famous N.A.C.A. cowl design, two sets of world class airfoils, the N.A.C.A. four and five digit airfoil series, and practical mathematical tools for designing new airfoils. During World War II it provided drag reduction programs for most of the Army and Navy high speed

aircraft designs.

The official description was that the N.A.C.A. became a part of NASA when the later was created in 1958. Old timers, however, will tell you that the N. A.C.A. was merely renamed to put the buzzword *space* in the title. I tend to agree with the old timers. Most of its facilities and centers were already in existence; Langley Memorial Laboratory, the engine and propeller center- the Lewis Center, in Cleveland, Ames Research Center in California and test centers at Wallops Island, at the Cape in Florida, and at Edwards AFB in California.

Yes, the N.A.C.A. grew, and morphed into today's NASA. Just don't ever refer to it as *nah'-kuh* to any of its employees.



On The Table—September 2010

Modeler	Kit	Manufacturer	Scale
Jeff Kurth	Constellation – Ashtray – Restoration In Progress	Hawk	1:144
John R. Ross	Flying Sub “Not So Fast”	Moebius	1:128
Frank Cuden	FM-2 Wildcat	HobbyBoss	1:48
Frank Cuden	RHVP Skyraider	Hasegawa	1:72
Frank Cuden	Saab 340	Welsh	1:144
Frank Cuden	DC-8 NASA	Minicraft	1:144
Frank Cuden	E2-C Hawkeye	Revell	1:144
Steve Erickson	P-40K	Hasegawa	1:48
Bob Maderich II	1932 Ford Hot Rod	Revell	1:24
Steve Macey	F-5N (In progress)	AFV Club	1:48
Dennis Strand	F8F-1 Bearcat	HobbyCraft	1:48

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 1-494, 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

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 Larry Donovan at 651-501-4755.

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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