

THE "BEAST" TAKES MOSCOW!



C-130E flown by Major Alex "Beast" Wallford, sitting on the runway at the 2003 Moscow Air Show. First US military aircraft to land at Moscow in over half a century. (All photos by author)

A Moscow Air Show First

By George Mellinger

Something happened near Moscow on August 18. About 4:00 PM local time a C-130E of the USAF landed at the formerly top secret Zhukovsky Airfield, voluntarily and unopposed. Shortly after, it was followed by an F-15C, an F-15E, an F-16CJ, and a KC-135R. What was the meaning of this unprecedented occurrence? They had come at the invitation of the Russian government to participate in the fifth Moscow Avia Kosmicheskii Salon, fondly known as MAKS. Under quiet discussion since last year, the

final details were agreed only in May. Though there was speculation in the aviation press, there was no confirmation until the last minute, adding further to the drama of the occasion. Commanding the mission was Col. Stephen Mueller, ordinarily Commander of the 52 Fighter Wing at Spangdahlem. Along with the six aircraft and crews came a support delegation including maintenance crew, air police, public affairs officers, including a very helpful PAO, Captain Sara Kerwin, and other support staff. A total of about 140 personnel. Greeting them was Lt. Gen. Aleksandr Zelin, Deputy Commander of the Russian VVS

(Note: since Russia has no Brigadiers, his rank is actually equivalent to a US Major General.)

The first American military airplane to land in Moscow since 1945, was C-130E #7861, "RS" of the Ramstein-based 86 Air Wing's 37 AS, the Blue Tail Flies. Aircraft commander was Maj. Alex "Beast" Wallford. The rest of this historic crew were Capt. Wally Lesinski, Co-pilot; Capt. Lance Peterson, Navigator; SSgt. G. R. Ewing, Engineer; MSgt. Larry Lambert, Loadmaster, and TSgts. Mike Harvey and Gary Lustig Crew Chiefs. Fitting since this type had been a

(Continued on page 5)

TCAH Officers

President, Ken Sallman
763-753-3783

Vice-President, Jim Kaltenhauser
952-346-8460

Secretary, Bernie Kugel
651-771-3525

Treasurer, Tom Norrbohm
612-881-5763

Historian, Tom Norrbohm
952-881-5763

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

George Mellinger
(melli004@gte.net)
5212 West 47 Street, Apt. 2
Sioux Falls, SD 57106
H: 605-362-5603

Distribution Editor

Bernie Kugel
2080 Ivy Ave. East
St. Paul, MN 55119
H: 651-771-3525

Newsletter Photographer
Steve Jantscher

Send articles to:

Via E-mail: melli004@gte.net

Via Snail-mail:

George Mellinger
Attn: TCAH Newsletter
5212 W. 47 Street, Apt.2
Sioux Falls, SD 57106

Send Change of address notice to:

Tom Norrbohm
9936 Columbus Ave. S.
Bloomington, MN 55420

TCAH This Month

The monthly meeting will be held Saturday September 13 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing and vendor baiting will begin about 12:30. So come early. This month our theme is "Murphy's Law/ aka, I should have known somebody would come out with a better kit". Also the Nordic-con last minute run up and pepfest.

General Meeting Minutes

August 9, 2003
by Bernie Kugel

Our last meeting was held on August 9, same time same place. We had two guest, Scotty Wallace, who builds 1 to 1 scale, and Nick Volinic, who builds in you name it scale. In old business Our Pres. is looking for volunteers to help him with the photo shoot of the work of Michelle Chouquette at Wings in Anoka.

In a surprise visit, Pat Butler graced us with his presence, and talked to us on the 1/72 single engine Jet contest to be held this December. Prizes are Gift certificates. for Rollmodels and a special resin kit for Peoples' Choice.

R5 update. If someone has a KO-DAK CAROUSEL SLIDE PROJECTOR W/ REMOTE, we would like to borrow it for the R5 in Sept. Contact Steve Hustad.

Then for the 1/72 Fleming display. Tom Norrbohm is looking for a Hasegawa SBD-2 Dauntless. And Ken Jensen is looking for an Airfix or MPC Devastator. Any help is gladly appreciated.

In new business, it was discussed and voted on if we should start to put a bid for the 2006 National IPMS convention. The final vote was: 14 for and 8 against. The President's column should have more about this. Until next month, That is all.

Business Meeting Minutes

Businee meetings have been suspended for the summer months as members begin the long and arduous trek from the tropic mangrove forests of Albert Lea to the arctic tundra of Oak Grove, where Johan Allert will host the next business meeting on September, 20.

Future Business Meetings

September 20, at 1 PM, Johan Alleert
October 18?: Terry Love,
November: 15? Jim Kaltenhauser.

TCAH Calendar & Events of Interest

(All meetings take place at Fleming Field on the second Saturday of the month.

October - Out of the Closet/ what else do you do besides airplanes

November - Club Auction/ no theme

December - Bits of History/ historically significant aircraft ; & 1/72 scale single engined jet contest

Contest Calendar

9-26-27-
2003

R-5 Con
Bloomington, MN
Contact
Steve Hustad

10-18-03

The Glue Crew
Park Inn 2101 Mountain
Road
Wausau, WI
Contact: Joseph Drew
1-715-824-0173
Www.thegluecrew.com
(Our Brenie is organizing a roadtrip)

12-13-03

TCAH Members only invitational Single Engine Jet challenge

Treasurer's Report August 2003 by Tom Norrbohm

With the September meeting we are heading into the club dues renewal season. From September to December 31st, you can pay your 2004 club dues at any of those meetings or by mail. At this time I will NOT be at the October meeting. I strongly urge the membership to pay their dues at this time as they will then be on the new updated roster early next year. If you choose to pay by mail, send your check for \$20 made out to TCAH to me at: my address given under *newsletter Info*

We continue to take in money for vendor tables for Nordic-Con. I have yet to receive any pre-registration money at this time. Our balance as of 8/24 is \$5,467.90. We have 84 members.

From the President

by Ken Sallman

Last month the members of TCAH voted to establish a committee to start gathering information in order to prepare a bid for the 2006 National Convention. After the vote I requested those interested to sign up for the bid committee and had 10 volunteers. By the time you read this column, I will have distributed a tentative schedule to the volunteers and have our first meeting scheduled.

I have talked to several members who either abstained or voted against the proposal as they were concerned about the time commitment that would be required if TCAH were to win the bid in Phoenix next year and would like to share my thoughts on this.

To prepare the bid, a core of 5-10 people is more than adequate. The primary tasks will be to select a venue, negotiate a price and set a budget for the convention. The other elements of the bid such as seminars, tours and activities are not quite as important. As far as seminars go, our club is blessed with a number of nationally (and internationally) recognized modelers and authors that we can draw from.

If the club decides to pursue a bid and wins the bid, we will have two years to prepare for the convention. The recommendation from the National IPMS guidelines suggests 10 to 15 people to form a framework for the convention. These committees will include publicity, registration, security, banquet, awards and so forth. Obviously some will require more work up front while others will be labor intensive during the convention. It is this group of people that will have to give a two year commitment for time and effort. While I don't want to minimize the work involved, I also don't want folks to believe it is a 24-7 job either. From conversations with other clubs, an average of 2-5 hours per week will be required, most of that in the last 2-3 months prior to the convention.

The largest requirement for manpower will come on the four days of

the convention. Traditionally, the convention opens at noon on Wednesday and concludes with the awards banquet on Saturday. This is where the 24-7 (actually 24-4) commitment will be needed. As Frank mentioned in the meeting, North Central Texas who hosted the 2000 convention felt a minimum of 40 people are needed. So, where do we get these volunteers? The current roster at TCAH has 74 active members shown, so if only slightly more than half the membership volunteers, we have the forty needed. In addition, there are two other IPMS chapters in the area (Rochester and Minneapolis) from which we could draw from. Bottom line is we have more than a sufficient population of modelers to provide the manpower necessary to host a convention.

Another point, which was brought up at the meeting, concerned the finances and whether or not TCAH could be held liable in case of a short fall. The bid package I received from Ron Bell has the financial statistics from all conventions held since 1986. In this time period only one club (Santa Clara) has had a deficit (-\$10,800) in 1998. The average net gain (profit) over the last five years (1998-2002) was \$14,000. It should be noted that the host club splits the profits with the National Organization so the chapter's take averages \$7,000. In addition, the National Organization underwrites the convention to a maximum of \$10,000.

Another issue concerns the appointment of a Sergeant at Arms who would be responsible for maintaining order if necessary. We'll discuss this at the September meeting. I would also like to set up a Constitutional Committee to review our current by-laws and make recommendations for change. I will solicit for volunteers at the general meeting but detailed discussion will be held at the September business meeting.

I hope you are all getting your models ready for Nordicon (less than 40 days left!) and I look forward to a great convention.

On The Show Table

August 2003

1/32 Scale Aircraft	
Bill Dean	
Hasegawa	FW-190D-9
Revell	Marine F4U-1A
Ellis Nelson	
Revell	Mustang joke
1/48 Scale Aircraft	
Gary Anderson	
Smer	Albatros D.V
	Von Hippel
Smer	Sopwith Camel
	41 AS, Henry Clay
Bernie Kugel	
Hasegawa	George
Hasegawa	Bf-109T
1/72 Scale Aircraft	
George Mellinger	
Revell	Nieuport N.17
	Tsarist Russian AF
1/35 Scale Tanks	
George Mellinger	
Tamiya	Red Army Pz. IVD
ICM	45mm M42 ATGun
ICM	76mm Infantry Gun
Zvezda	76mm ZIS-3 AT Gun
Zvezda	122mm M38 How.
1/72 & 1/76 Scale Tanks	
Roger Gaulty	
Scratch	M-4A2 Sherman
Bernie Kugel	
Fujimi	Pz.38 (t)
Hasegawa	Jagdpanzer
Revell	StuG IV
Dave Pluth	
Fujimi	M-4A3-105
Diorama	
Steve Hustad	
Scratchbuilt	WWI Trench battle

(Continued from page 7)

instead of to the side or above, causing much confusion, since people were uncertain to which seat the row number actually applied.

On the other hand, ground and terminal performance is still awful, involving unexplained late departures and corrupt shakedowns on the basis of bogus "overweight baggage" assertions.

Maintenance and safety standards can only be guessed at, if you dare.

Consequently, Aeroflot was an interesting if not totally happy adventure, but not yet ready for prime time. In the future I will return to western airlines.

Airline Chatter

by Terry Love

Southwest Airlines ordered 15 more Boeing 737-700 from Boeing for \$750 million.

Alaska Airlines ordered 12 more Boeing 737-700 from Boeing with the blended wingtips.

Alaska Airlines earned \$45.2 million in the second quarter of 2003.

Boeing Commercial Aircraft lost \$192 million in the second quarter of 2003.

Northwest Airlines will begin service to Maui, Hawaii on December 17, using Douglas DC-10s.

Northwest Airlines will attempt to break a speed record on December 15-17, 2003, a Boeing 747-400 will fly around-the-world via both the North and the South poles with only three fuel stops. It will begin and end at Fort Lauderdale, Florida. It will honor the 100th anniversary of manned flight.

Northwest Airlines continued to park more airplanes. Roswell, New Mexico is full, so they are parking them at Marana Air Park, Arizona. Northwest Airlines continues to park aircraft. Boeing 757-251, fleet number 5522, N522US, was temporarily parked at Marana Air Park, Arizona on July 29. Also flown to Marana Air Park was Douglas DC-9-32, fleet number 9942, N3991C, msn 47175, delivered on April 5, 1968 to Delta Airlines. Its luck ran out on July 31. It will be scrapped with a total of 89,400 flight hours, and 88,200 cycles.

Northwest Airlines in August parked the following aircraft at Marana Air Park, Arizona-
Douglas DC-9-32, N925US, fleet number 9925, msn 47472, with 74,400 hours and 75,300 cycles;
Douglas DC-9-31, N1799U, fleet number 9936, msn 47370, with 76,900 hours and 87,600 cycles;
Airbus A-320-211, N329NW, fleet number 3229, msn 306, with 36,100 hours, and 16,900 cycles;
Boeing 747-251B, N626US, fleet number 6626, msn 21708, with 92,100 hours, and 15,600 cycles;
Boeing 747-227B, N633US, fleet number 6633, msn 2991, with 79,800 hours, and 11,800 cycles;
Boeing 747-227B, N635US, fleet number 6635,

msn 21682, with 92,100 hour, and 14,200 cycles; Boeing 747-251B, N636US, fleet number 6636, msn 23547, with 70,000 hours, and 9,300 cycles.

Jet Blue earned \$37.9 million in the second quarter of 2003.

KLM lost \$62 million in the second quarter of 2003.

US Air earned \$13 million in the second quarter of 2003.

Japan Air Lines lost \$642 million in the second quarter of 2003, mainly due to the SARS outbreak.

Malaysian Air Service is going to hire 800 cabin crew to meet their expansion plans.

British Airways lost \$101 million in the second quarter of 2003.

United Airlines lost \$629 million in the second quarter of 2003.

Thai Airways will spend \$1.4 Billion on aircraft. Thai is purchasing 3 Airbus 340-500s, 5 Airbus A340-600s, and 7 Boeing 747-400s from United Airlines. These 747s are only about 5 years old.

Cathay Pacific lost \$159 million in the second quarter of 2003.

Aer Lingus earned \$14.3 million in the second quarter of 2003.

Air Canada lost \$536 million in the second quarter of 2003.

Russian SIGnals

By George Mellinger



News from MAKS '03

While the foreign visitors were the big news at MAKS '03, there were other things also worth noting and reporting

First is the MiG-29SMT, appearing in a new desert color scheme of cinnamon brown and a bright sand color, almost orange in tint, obviously intended to gain the attention of Middle Eastern states. The MiG-29SMT features enhanced avionics to optimize it for the strike role and also an aerial refueling probe mounted on the left of the nose. It is reported in the local press that 50 of these aircraft have been contracted for the Russian VVS for next year.

(Continued on page 7)

From the Trenches

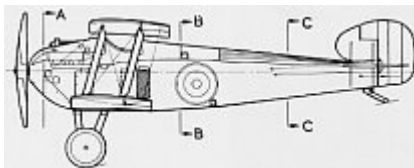
Not Flipper

By Merrill Anderson

The Sopwith Dolphin, the Sopwith 5F.1, was arguably the best fighter produced by Britain during the war. The final version, powered by the 300 hp Hispano Suiza, was going to be purchased by both France and The U.S. when the war ended. The Dolphin was unusual in several ways. It was the only 'production' Sopwith design to be powered by an inline engine and the first British production fighter to mount four guns. The "back staggered" wings were not unique, being employed by other designs, but again the Dolphin was the only successful fighter to have them.

Development of the Dolphin began in 1917, with the first prototype flying in May. The test flights were very successful, with the Dolphin reaching 146 mph. High altitude performance was exceptional, with maneuverability still good at 20,000 feet. The Dolphin was flown beside the Camel, and outclassed it in both speed and climb. The prototype was sent to France in June 1917 for front-line evaluation. Development continued, but delays were encountered, due to problems with the geared 220-hp Hispano Suiza engine. Those were basically the same problems encountered with that engine by the SE5 and the SPAD XIII, availability and reliability. Despite those problems, production Dolphins began to arrive in France in October 1917, with No. 19 Squadron being fully equipped by early January 1918.

Eventually four front-line squadrons were equipped with the Dolphin, and 1,774 were built, consisting of the Dolphin I (220 hp geared Hispano Suiza), Dolphin II (300 hp ungeared Hispano) and the Dolphin III (a conversion of the 'I' to direct drive). Armament at the front was generally reduced to just the two Vickers guns, but one or both of the Lewis guns were mounted in some units, and No. 87 Squadron mounted both Lewis guns on the lower wings outside the propeller arc.



(Continued from page 1)

mainstay for most of the cold war, and several had been shot down over the borders of the late, but little-lamented Soviet Union. But now, this "Beast" was friendly. The next day, when MAKS opened, the C-130 was parked on the static line behind a blue crowd barrier and watched by American Air Police.



"Beast" Wallford and his crew stood by the barriers and casually greeted the VIPs. But the "casual" was only on the outside. Inside, each of them was just bubbling over. "It feels great." "I still can't really believe we're *here*." This is what I heard from Maj. Wallford and each of the crew with whom I spoke.

Parked next to the "Herk" was Capt. N. Carter's KC-135R, #23561 of the 351 ARS, 100 ARW, from RAF Mildenhall. Also in the "American compound" was F-15E, #903001, "LN", from the 494 FS, 48 Fighter Wing, RAF Lakenheath. Two crews were provided for the fighters, so Maj. Robert Myers, Maj. Wayne W. Straw, WSO, Capt. Matt Worling, and Capt. Mark Fritzinger were present.



Even as the early visitors arrived, a cart towed the F-16CJ down the runway, between the visitors, a radiant Captain Jessica Rhyne sitting in the cockpit, smiling and waving to the spectators, as if she were queen of her own Rose Bowl parade, except that this was far, far better. Then the F-16CJ, #91336



"SP" of the 22 FS, 52 Fighter Wing was backed into place on the static line. The alternate pilot sharing her fighter was Capt. Allen Rhyne, her husband. - And you thought sharing a family car was a big deal. "Honey, are you finished with our plane yet? You know I have to go drop some bombs on Saddam." With luck the Rhynes may become a two-fighter family, and with a tiny FAC-bird for the kid.

But I said six aircraft, and that's only four. The F-15C #??015 from the 493 FS, 48 Fighter Wing, shared by Capt. Tosh Smith and Capt. Andy Wistrill was parked out of sight on the "working" part of the airfield, and never appeared on the



static line. It came to fly and was seen only at a distance, and generally moving pretty fast. Though this aircraft brought its pair of pilots, it was flown by a member of Eglin AFB's F-15 Demonstration Team, Capt. Lendy Renegar.

Finally, the sixth aircraft, arrived only on Wednesday, August 20, at about 1:45 PM. The next day Lt. Col. Rob Bussian's B-52H, #61027 "MT", from the 23 BS, 5 Bombardment Wing, Minot, ND appeared in the static display. On Friday it became the center of interest. This was the first day of general admission to MAKS, and the B-52 now fascinated the Muscovites who formerly lived in fear of a visit by a B-52. Imagine the interest if a Tupolev "Bear" were to visit at Anoka County airfield. But even more so, since the Russians always received less information from the Soviet

government, and even fewer quality photos of hostile aircraft.



But even a B-52 can't take up a whole day, especially when there are other exotic Americanskiis down the static line. "Beast" Wallford and his colleagues worked the crowds on the line. It seems as if every lovely Russian girl wanted to pose for a photo with one, or more, of the American heroes. Some had try on the Americans' service caps. Other s wanted ruble bills signed or even their t-shirts (in Russian - fut-bolka). Passing along the line, I saw our crews, but did not interrupt; they were in their glory, and so were the Muscovites. Leave this once-in-a-lifetime moment to them.

In another interesting symbol, now the aircraft were being guarded by Russian OMON troops armed with silencer-equipped Kalashnikovs.

Meanwhile, Capt. Renegar was living a different glory. On opening Tuesday he became the first American pilot to perform an aerial routine for the Russian president - and Vladimir Putin is known to be a personal aviation enthusiast. On this first day he made only a few maneuvers and passes, since he was limited to only four minutes instead of the usual fifteen. It was widely believed that Captain Renegar, and also the French and Italians, were limited so as to assure that they could not upstage the Russians before their president. The Americans took this is good spirit. After all, it was the Russians' show and their president, and the home team does have a right to "look good" And it was promised that he would receive his full fifteen minutes for subsequent performances. As it was, all the Russians around me

(Continued on page 6)

(Continued from page 5)

were still mighty impressed, patting me on the back and proclaiming how good the American pilot and airplane were.

The next day there was a somewhat discordant note when some of the Russian show organizers tried to limit Captain Renegar's time again. I learned that there were some angry private exchanges, in which he informed the Russians that if he didn't get his full time for his full routine, he'd stay on the ground and not fly at all. Not wanting the embarrassment, the officials backed down.

So how did the national teams compare. After all, the presence of non-Russian demonstration teams was another MAKS first. Since I have seen the Russians frequently, they gave me no surprises. The Strizhi, in their MiG-29s are always rather tame. They stay in formation, and do a lot of flying in circles and make wide turns. No cross-overs, reverses or other really dramatic maneuvers. Even their "breaks" are relatively tame. Their best feature is their dramatic new aircraft coloring. The Russian Knights in the Su-27 are much better, with lots of turns and climbs though the still don't do all the moves of the French and Italians. A specialty is the "tulip", a high vertical formation climb, capped by a break in different directions, everyone wildly popping flares. Generally one of the pilots does a solo routine with a number of "tail slides", "bells", and a "cobra", often trailing wisps of red smoke. The Russians seem at their best when flying solo routines in a Sukhoi.

Another interesting Russian team is the Vyazma Rusi ("Rus" was the original name of the Russians' ancestors who founded their society in the Middle Ages.) This team flies



the Aero L-39C trainer and is quite agile. Instead of flares or long streaming trails of smoke, their "signature is a trail of discreet puffs of smoke. Unfortunately they are too seldom seen.

The Nebesnye Gusary (Sky Hussars) flying Su-25s in a distinctive red, white, and blue Hussar uniform marking disbanded several years back, probably because the SU-25 *Frogfoot* had a limited production run, and the remaining examples are all needed for places like Chechnya and Tajikistan. Last year the team was revived, now flying the L-39, like the Rusi, but so far it has not preformed in public, as it is still honing its act.

The French "Patrouille de Weasles", in their "cheese-burning Surrender-Jets" was showy but shallow. They kept their smoke going almost continually, and those of us on the flight line could have used masks. The smoke and strident accompanying music hid he fact that most of their maneuvers were not exceptionally difficult or dangerous. Their big stunt is for two pairs to split and fly upward, turn and meet again on the way down, leafing a heart-shaped smoke trail in the sky

The Italian Frece Tricolore were superb!! After a brief formation flight by the ten Macchis, the leader goes off as a solo star performer, while the remainder split into two formations of five and four. Their specialty is the low level head-on pass,



the two formations passing through each other at speed. Then as they climb and turn for a repeat, the solo leader races whining down the runway, inverted and just above the ground, cutting through the smoke. The Italians DO perform dangerous maneuvers requiring the highest coordination and skill. Also they use

plenty of smoke, but they use it judiciously, since they have no need to distract from a mundane performance. I'd love to see them go head-to-head with the Blue Angels and Thunderbirds.

Since he flew solo missions, Lendy Renegar's performance cannot be compared with the group aerobatics. But comparing his flights to the other solo performances, I'd give him high marks. There was no gimmick or drama, not one bell, whistle, flare, or puff of colored smoke. And he didn't do a cobra or a bell. But a fast take off



with a rocketing vertical climb, and a quick reversal and power dive. Lots of snap rolls, tight turns, and barrel rolls. And while the Russians do a wide bochka (barrel) in formation, Renegar's was crisp and tight. And while the Russians generally fly more slowly, Renegar was fast. Superficially, he was not as showy, but in fact, his performance has more depth and substance, a demonstration of practical fighting skill and ability, of both man and machine. And many of the Russians seemed to recognize it. The USAF has seldom looked better.

MAKS closed on Sunday, and the next day, August 25, the Americans left or their home bases. In all, it was a magnificent week, The "Beast" and his colleagues seem to have conquered the hearts of the Muscovites, even as they were overwhelmed and captured by the friendliness of their hosts. Politically, they showed Russia an effective set of teeth, through a friendly smile. Of course this visit was even more pointed as it followed the pointed American snub of the Paris Air Show. Great job Air Force! And thanks from us, as well as the Muscovites. Now let's hope the Americans will return for MAKS '05, and with the Blue Angels included!!

(Continued from page 4)

Still flying was the MiG-29K, and still rumored to be entering into naval service. However, this is probably wishful thinking since there are no plans for the Soviets to acquire any more aircraft carriers, and the Su-33 naval Flanker is a more versatile aircraft and present in sufficient quantity. I also note that MiG seems to have abandoned the effort to rename their aircraft "MiG-33". Why bother?

At Sukhoi the Su-37 Flanker with directional exhaust nozzles is no longer seen flying in public. Evidently the mechanism seems to have proven troublesome, and the combat benefits doubtful. It is a shame, since directional thrust made for spectacular maneuverability at air shows.

On the other hand, the S-37 Berkut, with the forward swept wings continues to fly and appear at shows, though not on the static lines. But now it has a new name; instead of S-37, it is now acknowledged as the Su-47, clearly a rise in status.

In addition to its combat jets and maneuverable acrobatic aircraft, Sukhoi's director, Mikhail Pogosyan also seeks to enter the commercial field. At MAKS it displayed a light transport with a twin boom configuration, presumably intended for Siberia and other undeveloped third world areas. Sukhoi is also reported to be developing a commercial passenger liner.

A combination of higher oil prices and a series of domestic economic reforms have spurred the Russian economy, and last year for the first time since 1914, Russia has managed to be a net exporter of food without having to starve its own people to do so. As a result of economic recovery, the VVS seems to have some money to begin buying aircraft again. It is reported that five Su-30s were acquired this year for the air force - and not just air show marketing. Also on tap for next year supposedly is a batch of Mi-28N Havocs. This is surprising, and somewhat doubtful in my judgment, since the Kamov Ka-50 Hokum and Ka-52 seem to have decisively won the competition. Perhaps

a contract is being let to help support the Mil design bureau. It may also be significant that although there were two Ka-50s, in different variants flying, and another on the static line, the Mi-28 was a static bird only, and has not been seen flying in public for a number of years. The Ka-50 however, has already seen combat in Chechnya, though only by pre-production examples. Regardless, the Russian pilots will be glad to receive some new helicopters of any sort. Thus it is likely that Army Aviation will also begin to receive the Kamov Ka-60 next year too. This chopper, bearing a superficial resemblance to the SA.365 is to be the new tactical lift helicopter. Two years ago, it did not fly at MAKS, but this year there were examples both on the static line and in the air.

Notable in attendance this year was an immaculate Tu-160 on static display. The blue & white flash on the nose suggests this was one of the examples regained from Ukraine. But now it also features the Russian colors in a flash on the tail. And also on static display was a Tu-95 MS Bear. Unfortunately, MAKS organizers missed a real opportunity since they did not have these two behemoths parked together and side by side with the B-52.

Perhaps most interesting is the An-70 controversy. This aircraft is a large STOL transport developed under joint funding by the Russian and Ukrainian governments. It has four motors, each with two 8-fan-bladed, contra-rotating propellers, which can lift 47 metric tons and take off in only 600 meters.

Just before the air show the commander of the Air Forces Col. Gen. Vladimir Moiseev was quoted as saying that the VVS had no need or use for the aircraft, and absolutely would not accept it for service. He warns that any money spent on these aircraft will come at the expense of He favors the Il-76MF update of the current Il-76MD transport.

However, others in government and industry are lobbying strongly in its favor, and Russia has tentative commitment for 164 examples.

It is scheduled to begin production next year.

Part of the problem is that Antonov is now a Ukrainian company, and the Il-76MF, is made in Russia.

Another aspect is that the An-70, like many new designs is having problems. Two years ago, during a flight two engines failed and the sole prototype was damaged in the crash-landing. Moiseev insisted that the An-70 should not be allowed to fly at MAKS. Significantly, the An-70 flew several times at MAKS with no evident problems. Evidently the Russians have also been copying American defense procurement politics.

Another joy was the participation of a brace of Polikarpov I-15bis, newly built by Rusavia. One was built as the classic fighter in traditional green and black finish, while the other was built as a two-seat trainer version. This latter aircraft was finished overall in aluminum dope except for the nose, painted red as far back as a scallop line at the rear of the lower wing root. So beautiful that when I found her on the static line, I could not help but plant a kiss on the cowling, to the pride and entertainment of her master, sitting in the cockpit. Thankfully, he was not a jealous man.

But adding the sour cream to the borshch, both planes flew together, in formation and performed combat maneuvers. Two years ago, a single I-15bis flew, and this year two, both of them new aircraft. Perhaps in 2005 we can hope for a whole squadron?

This year I flew Aeroflot for part of my travel itinerary. From Heathrow to Moscow I had an A-310. Cabin service was generally on a par with Western standards, save that dinner was creamed canned chicken and the Moldovan white wine was both stale, warm, and nasty.

The return flight on the Il-96 was interesting. The meal again was not a treat, but there was notably more room in steerage class. Interestingly, all the "overhead equipment" fans, oxygen masks etc., was located in the back of the preceding seat. Also the seat number was also located in that same place,

(Continued on page 3)

Directions to the Club Meeting Location

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

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

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

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

If coming from east Twin Cities on westbound 494:

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

The terminal is on the right with parking in front, with more parking available to the left near the line of hangers across the street.

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

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 Steve Erickson at (763) 521-9948

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 editor.



The Internet Model Shop!
Great Stuff!
Great Prices!
Great Service!

John Roll
Vice President
john@rollmodels.com

2709 Vale Crest Rd.
Crystal, MN 55422-3427
Bus: 612/545-0399
Fax: 612/545-0899

RICHFIELD 866-9575
LITTLE CANADA 490-1675

HUB HOBBY CENTER

OPEN: MON-FRI, 10:00-9:00. SAT, 9:30-5:30. SUN, 12:00-5:00

Model Railroad, Radio-Control, Plastic Models, Science Projects, Kites, Rockets, Road-Racing, Videos

Richfield 6416 Penn Ave. S. Richfield, Mn 55423 (1 blk S of LUNDS)
Little Canada 92 Minnesota Ave. Little Canada, Mn 55117 (Hwy 36 & Rice St.)

Twin City Aero Historian
Atten: Bernie Kugel
2080 Ivy Avenue East
St. Paul, MN 55119

Return address requested