

# The Aero Historian

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February 2004

## Air France pilots speak - French

By Lou Martin

On any given day hundreds of international flag air carriers are arriving and departing the congested airspace of Roissy-Charles De Gaulle airport in Paris, France. The pilots of these aircraft, be they Japanese, German, Italian, Spanish, or American, are communicating with French air traffic controllers in the international aviation language of English. Air France pilots, however, routinely speak French to these same controllers.

It may seem perfectly normal that French pilots would speak French, when flying in their native country, but by doing so they are in conflict with international safety directives, and deprive non-French speaking pilots of forming a mental situational awareness of contiguous air traffic. Air France pilots disregarding the use of English goes unchallenged by The International Civil Aviation Organization (ICAO), and other safety related organizations.

In 1944 the 185 contracting states of the ICAO agreed to adopt English as the standard international air traffic control language. This agreement was designed to insure that flight crews and air traffic controllers, involved in international flight operations, are proficient in conducting and comprehending radio communications in a common language. Recognizing that following the end of World War Two international air travel would rapidly expand member states realized that unfettered expansion of international airline travel would be impossible, if each country attempted to control air traffic in their native language.

This agreement was met with some resistance by several non-English speaking countries, especially France, but recognizing the need for a common language indi-

vidual country dissension quickly faded.

Following this ICAO decision airline pilots and air traffic controllers world wide enrolled in English speaking classes. In a surprisingly short period of time it was encouraging to hear pilots and air traffic controllers from Japan to Europe issuing and acknowledging critical air traffic control directions in English. Although the English transmissions contained some interesting accents the commonality provided a smooth traffic flow and a mental situation awareness that both pilots and ground personnel desired. The standard use of English was even adopted by most foreign countries in their domestic flight operations.

Unfortunately Air France pilots frequently communicate with French speaking air traffic controllers in French, even when the sky is crowded with pilots from countries who don't understand French and are communicating in English.

Recognizing the problem this practice created Air France issued a directive ordering its pilots to speak English when communicating with French air traffic controllers. However, Air France pilots decided to ignore this order, stating that they wished to study it further. Speaking in the standard aviation language of English was part of what Air France officials called, "prevention and safety of flights." In spite of the fact that this directive was intended to insure compliance with Annex Ten of the ICAO agreement, French language purists and French government officials criticized the directive, and it was withdrawn.

I understand the pride the French attach to their language and their desire to retain its use wherever possible. However, pride should be flexible when it is in conflict with ICAO safety directives. When the ICAO decided on the need for a common worldwide air traffic control

language they recognized that without it, safe control of air traffic would be impossible.

It is critical that pilots and controllers operating within a given airspace hear and understand directions transmitted, not only to their own aircraft, but others in their immediate vicinity. Imagine the pandemonium that would occur in the skies over New York or Tokyo, if all the arriving and departing international flag carriers were attempting to communicate with air traffic controllers in their native language.

The contracting states of ICAO have pledged to enhance safety and their efforts in this pursuit are commendable. However, insuring that international pilots and air traffic controllers are proficient, in the standard aviation language of English, is not fully enforced. At present most contracting states do not require pilots to demonstrate an English language proficiency when issued an Air Transport Pilot's license. If the pilot is to fly international routes acquiring proficiency in English is left up to the individual pilot or the airline of employment. The end result is that pilots and air traffic controllers of many countries, especially emerging third world states, lack adequate proficiency in English aviation phraseology.

Foreign pilots obtaining a US pilot's license must demonstrate basic English proficiency, or their US license reflects an English language restriction. However, a foreign pilot may legally fly to any airport in the world, based on his foreign license, if the registration of the aircraft is from the same country as his pilot's certificate. Consequently the pilot may or may not possess the English proficiency necessary to adequately comply with air traffic control instructions.

Although English proficiency by foreign pilots is improving, greater emphasis on reaching an accept-

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## TCAH Officers

**President**, Ken Hornby  
651-552-0888  
**Vice-President**, Bernie Kugel  
651-771-3525  
**Secretary**, John Dunphy  
952-758-6519  
**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 February 14 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month we have our first Campaign Theme - North Africa/and Mediterranean; featuring aircraft, or tanks, of either side. We will also have a guest speaker, more fully identified in Column 3.

## General Meeting Minutes

January 10, 2004  
by John Dunphy

New business We have two New Members to the club they are Joe Makoutz and Cristian Makoutz well-come to the club. Inothr business the New Roster is out please check it to make sure your Name address and eEmail are correct. Steve Macey is in charge of the April contest with the just build something so build something. Steve has said he is playing with some of the categoreyes so that should be interesting. Also someone needs to pick up the pizza on the day of the April contest. Jim Goodal has a new book out on the SR71 walkaround. The theme for next month is North Africa with a separate table and Mini contest. Terry Love mentioned an Airline Convention coming to the Twin Cities anyone inteisted should contact Terry. The Rochester Club is having a model show on Feb. 7. Ww also need more Newsletter arit-les. Nominations for club awards can still be made awards will be made at the April meeting as of ow nominations are Modler of the year Frank Cuden Bernie Kugel Steve Jantscher DavePluth Historian of the year Terry Love C46 Geroge Melligner Lagg aces Frank Cuden Newsletter to the year Merrill Anderson For the Front Roger Graulty Desert Storm Terry Love Airline Chatter Dave Pluth Spray-booth Logic.

## Treasurer's Report

January 2004

by Tom Norrbohm

We have 80 members including Life members. I will have the new roster for the February meeting. More renewals may come in and the 80 figure could change. As of January 19th we have \$8,344.54 in the bank.



## Business Meeting Minutes

January 10, 2004  
By John Dunphy

Business meeting was held Jan 10th after the General meeting. 7 people were in attendous. Ever member will be getting a copy of the Club constitution and bylaws as a separate mailing in the mail. Dave pluth is seeping down as web master in June the club needs omeone to take over the sooner the better. Ken Hornby has gotten no one to help with the Fleming Display so has proposed hireing professionals to do the display pending club vote at a general meeting this has to be done by May.

## February Guest Speaker

Our guest speaker will be Lt. Col. Louis J. Martin, retd, who is a Vietnam Vet, an ex-Northwest Captain, and also a former captain for Japan Air Lines, and Iran Air. He was an FAA flight inspector for 19 years and has over 19,000 accident free flight hours. He is the author of *Wings Over Persia*, and this mont's cover feature article.

After the General meeting, he will be speaking on: *The Mystery Behind the Disappearing Giant Douglas C-133 Cargomasters, and How the Problem Was Solved*. Once the cause of the crashes was determined, the aircraft went on to provide valuable combat cargo support during the Vietnam War. Lou Marrtin has 4000 hours on the C-133 and flew them from 1964 to 1970.

## Contest Calendar

2-7-04 5th Zumbro Valley Scale Model Contest & Show  
9:00AM-4:00PM  
Stewartville Civic Center

5-7/8-04 R-5 Con- KC-Con  
Kansas City Expo Center  
Contact: Darren Roberts  
913-782-1159  
Dar-  
ren.roberts@ipmsgreatplains.com

## From the President

by Ken Hornby

I hope everyone's reading this newsletter early so they have plenty of time to plan on attending this month's meeting. We've got a great one planned with plenty of exciting things happening. To begin with, we have the first of our "Campaign Contests" featuring the North African-Mediterranean Theater of Operations. This is something new we haven't tried before. The contest will supplant the normal "show-and-tell" theme for the month. A single winner will be chosen by popular vote and will receive a \$10.00 gift certificate. Anything used in theater is eligible, so if it flew, floated, drove, or crawled, bring it. It doesn't even have to be a newly constructed model. Your VP, Bernie Kugel, has a column in this issue with more details. After this contest is completed, we would appreciate any constructive feedback or suggestions for improvement for future Campaign Contests.

This meeting is also the last chance to nominate a fellow member for our annual club awards. We're still taking nominations for Modeler, Historian, and Newsletter Article of the Year. Think! We have so much talent in this club, their must be someone you know who is deserving. We will be voting in March and awards will be presented in April.

April will also bring the club contest and pizza bash, so you should be building and dieting now in preparation.

Finally, thanks to Noel Allard, we will have a guest speaker at this month's meeting. His name is Lou Martin, and judging by his resume, he should be a very interesting speaker. See the full announcement elsewhere in this newsletter. Noel has been putting in a little overtime recently, and has managed to obtain several more very interesting speakers for future months. Stay tuned.

If time allows and necessity requires, we will hold a brief Business Meeting after our guest speaker is finished.

As you can see we have a busy

and fun-filled meeting coming up. I don't want to hear any whining if you miss this one! See you there.

## The V-P Report Club News and theNorth Africa Campaign Theme

by Bernie Kugel

I've got some great news on the local hobby front. We have a new sponsor. HobbyTownUSA in Woodbury has joined our ranks. They are located on the southern corner of the Valley Creek Mall. Which in on the south-east corner of Valley Creek Road and I-494. Look on the back page of the newsletter for the address and phone number.

Now on to my griping. I have to include myself in this one, because I forget about it too. At our meeting place under the stairs we have a display case. I see it ever month and I know for a fact that the models on display have been there for over a year now. I feel that at after the February meeting we make some changes to the case. I will implant this into my brain and make the call during and after the meeting. So if you have a model(s) in the display case, please make plans to take them home. And now the call. If you have a model(s) that you would like to put in the display case, please bring it to the February meeting.

On the campaign front. The February meeting will be our first in, hopefully, a series of Campaign theme Mini-contests for TCAH. Our theme is North Africa and the MTO. The timeline has been set from the Italian invasion of Ethiopia to the invasion of Sicily. It can be aircraft, armor, ships, figures anything just as long as it fits in the timeline and area. The areas are North Africa and most of the Mediterranean. I feel that Italy, while included in the MTO is too large and should be considered a campaign into itself. You can direct your complaints to me about that at the meeting.

There will be a prize for the most popular model. Voting done by members present. I will be the person taking care of that. A \$10 gift certificate from HUB Hobby is the prize. If the club feels that these

campaigns are popular with the membership, we will plan on increasing the numbers of prizes. So please make plans to enter.

## TCAH Calendar

March - Saint Paddy is wearin' the green, and this month so should your aircraft. Olive Drab is a sort of green.

April - TCAH Club Contest. No special theme.

May - VE Day - Late war European Theater. Luftwaffe models returning from January will be shot down.

June - RAF & Commonwealth

July - Red, White & Blue.

August - Campaign Theme - Guadalcanal.

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction  
No theme.

December - Campaign Theme -

## From the Editor

I appreciate the support you have given me since becoming editor. Now I want to ask for more help, both from the writers, and readers.

To ease the task of editing, I ask the following of contributors:

If possible, please send the article as a file attachment, rather than as an integral part of your e-mail, which will make editing easier. I can open files in WordPerfect, Word, or other Major word processor formats.

Please keep formatting to a minimum. I have to delete it before importing the document into Publisher. If you have photos or drawings, please send them as separate attachments, so I can size them before placing in the newsletter.

For the readers, let me know which articles you like and which you don't, if any.

## Airline Chatter

by Terry Love

Concorde SST that ended up with the most flying hours and the most cycles, was Concorde G-BOAD of British Airways. It ended with 23,344 flight hours and 8,405 cycles when it landed at JFK airport. It ended up at the USS Intrepid Sea-Air-Space Museum in New York City harbor.

Turkish Airlines (THY) will acquire 19 more airliners for their expanding airline. They will also renew their leases of 8 Boeing 737s. THY presently operates 65 aircraft, and they want 100 aircraft in the near future.

Northwest Airlines parked Boeing 757-251, fleet number 5525, N525US, msn 23619, that was delivered to NWA on April 14, 1987. It arrived on January 12 at Marana Air Park, Arizona with 56,100 flight hours and 23,600 cycles on the airframe. It will return to flying at a later date. It will not be scrapped at this time.

Northwest Airlines also parked Boeing 747-251B, fleet number 6638, N638US, msn 23549, that was delivered to NWA on July 18, 1986. It arrived on January 20 at Marana Air Park, Arizona with 71,300 flight hours, and 9,400 cycles.

Northwest Airlines pulled out of parking and storage to re-instate Boeing 747.251B, fleet number 6624, N624US, msn 21706 that was delivered to NWA on June 6, 1979. It will be put back in service soon. When stored, it had 94,000 flight hours and 15,900 cycles. It was stored at Marana Air Park, Arizona.

Air Tran Airways has retired the last of their Douglas DC-9s. Air Tran Airways or ATA was called Valujet at one time.

WestJet of Canada ordered seven Boeing 737-700s.

Cathay Pacific bought a Boeing 747-400 freighter and will convert up to 12 other Boeing 747s from passenger aircraft (traffic is down) into freighters (traffic is way up!).

U S Air is not in good financial condition. U S Air announced that they might be interested in selling some

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## On The Show Table

January 2004

### 1/48 Scale Aircraft

Steve Erickson  
Tamiya FW-190A3  
Trumpeter FW-190A8  
Trumpeter FW-190D9  
Joe Grimme  
AMTech Huickbein WIP  
DML Horten Ho-229B

Scott Harvieux  
Tamiya FW-190Bernie

Kugel  
Eduard He-280  
Hasegawa Bf-109T  
Hawk Me-163

Christian Schultz  
Monogram P-61  
Monogram B-25J  
Testors Me-163 Comet

Dennis Strand  
Dragon Me-262B-1A

Rick Verner  
Fujimi Mirage

### 1/72 Scale Aircraft

Noel Allard  
Stinson SM-8  
Curtiss Robin  
Waco VKS-7  
Waco Taperwing CTO  
Hamilton Metalplane

Johannes Allert  
Tamiya F4U Corsair

Ken Jensen  
Ju-52 on Floats  
Dornier Do-24  
Arado Ar-196  
Henschel HS-123  
Junkers Ju-88  
Me-410  
He-52

Jim Kaltenhauser  
Academy Hurricane Mk IIC  
Hasegawa Hurricane I - Irish  
Hasegawa Hurricane I PR  
Hasegawa Hurricane I Portugese  
Revell Sea Hurricane IIC  
Sword Hurricane I

Mike Rybak  
Revell Me-262

Rick Verner  
Testors F-19

Fletcher Warren  
Hasegawa Ki-44 Tojo

### 1/35 Scale Armor

Joe Grimme  
T-34 Series and display box

### 1/72 & 1/76 Scale Armor

Jim Kaltenhauser  
Academy Jeep  
Bernie Kugel  
Dragon Ferdinand  
Esci Elefant  
Esci Merkava I  
Fujimi StuG III  
PST KV-1C  
PST T-55  
Revell Goliath  
Revell M-4A1 Sherman  
Dave Pluth  
Esci M-4 Sherman

### 1/700 Ships

John Higgins  
Tamiya IJN Mikuma

### Painting

Bob Arco SB2U-3 Vindicator

## TCAH Annual Contest

Chairman: Steve Macey

The annual TCAH Model Contest will be held April 10, 2004 (the second Saturday in April) at the Terminal of the South St. Paul Municipal Airport (Fleming Field). Registration will begin at 11 AM and close at 1 PM. Judging will begin at 1 PM. Judges will be selected by the Contest Chairman. Any current TCAH member may volunteer to judge. The rules and categories are as follows:

### RULES:

1. You must be a paid member of TCAH or an invited guest of TCAH (See contest chairman for details).
2. No joint projects.
3. Entry fee is \$0.50 per model.
4. Judges will be selected and will have the authority to disqualify models if needed.
5. Models which have previously placed first in a TCAH or IPMS sponsored contest can not be entered, but may be displayed.

### CATEGORIES:

1. The following is a general guideline that can be changed by the contest chairman to reflect types or quantity of models entered. Any category can be subdivided if necessary.
2. Junior--those members or children of members who are under 17 years of age.

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(Contest Rules Continued from page 4)

3. Novice--those who have never entered a TCAH contest (TCAH member) or any member who has entered a contest but has not placed.

4. General--Out-of-box models.

5. Advanced--those with minor modifications. This will normally be limited to "drop-in" accessories (i.e. seats, seat belts, wheels, etc.) or minor metal work (i.e. ignition harness, brake lines, etc.).

6. Master--models that have been extensively modified or altered (i.e. extensive use of resin, photo etch or parts substitution).

7. Non-aircraft models will be entered into their own separate categories.

8. Categories can be subdivided if the number of entries warrant.

9. These descriptions are meant to serve a guidelines only. The contest chairman reserves the right to make a final decision if a question of category placement arises.

#### JUDGING

1. Judges are to be selected by the contest chairman from volunteers. Entrants are encouraged to judge but not in the category entered.

2. Only one-third of the models entered in each category will place.

3. Judges will pick the best 10% in each category and list them in order with the best being first.

4. If less than 3 Models are entered than only one award will be given.

5. The annual TCAH Memorial Model award will be voted on by all TCAH members present considering only TCAH member models. The model receiving the most votes will receive the award.

6. Any TCAH SIG or special interest group may present an award. The Chairman shall be notified by the group of their intent to do so. And the award shall be in the hands of the chairman at the time judging begins.

I'll need a few members to help set up and register models. If you would like to help or be a judge, call me at 651-735-4334 or E-mail me at RCAF\_413@Yahoo.com.

## Spraybooth Logic Your Doom Index

by Dave Pluth

Since the introduction of the concept of the shelf of doom I've received many cards and letters (ok actually they were emails but this just sounds a lot better) from people trying to minimize their commitment to their personal shelves of doom. These letters have ranged from hilarious to being quite troubling in their nature.

For instance, one reader from North Carolina didn't realize that he had over 3000 kits until he actually started counting them. Another reader from Michigan swore that he would finish all 1200 of his kits while he only built 2 or 3 per year (he must have had a good 400 years in him). I think you are getting the idea here.

So I'm here today to give you something of a measuring stick to see where you rank on our doom index. Score yourself, score your friends (count theirs twice 'cuz you know they are lying) and then if you score well (that being low not high!), tell your wife that you aren't as crazy as the rest of the modeling world. If you send me your results I will publish them in a later article (without your name of course, unless you request otherwise).

I'm hoping that this will give you all something else to talk about at those slow summer meetings! Here goes...

1) Add one point for every "new" or "un-started" kit.

2) Add .75 for every "started" kit you have. If this total number is higher than #1, you should probably be checked for adult ADD (attention deficit disorder) or you should try to get over your fear of actually finishing models (see the "Modelers Story" for further details and further sarcasm regarding this topic).

3) Add .5 for every set of photo-etch/resin that you have.

4) Add 2 points for every set of photo-etch/resin that you have that you no longer have kits for.

5) Add 5 points for every photo-etch/resin set that you bought in preparation of buying the actual kit.

6) Add 5 more points if you never

bought the kit from the previous question.

7) Add 5 points for every set of photo-etch/resin that you have bought duplicates of for the same kit.

8) Add 5 points for every time while doing this exercise you say "I didn't know I had that" or something similar.

9) Subtract two points for every kit/detail set that you have no intention of building and are currently wondering why you have it on your shelf.

10) Subtract an additional 8 points for the kits in the previous question that you actually went to Ebay to check the value on "just in case you wanted to sell them".

11) Add 20 points if you put the kits back on your shelf from the previous two questions.

12) Add 1 point for each reference book/drawing etc for every kit you have multiple references for. Remember my 28 Zero references from my article about Reference overload? Well that's 28 more points for me (actually it's thirty, I've bought more!)

13) Total this number and divide by your average kit output for the last three years and you have your Doom Index or DI.

So what's your DI? I'll bet it's probably a bit frightening to think about. So frightening in fact that you probably stopped the quiz at about the halfway point, thinking that it was silly.

Well, indeed it is a bit silly. But sometimes we all need to step back and take inventory of what we have on our shelves of doom. There's a lot of junk just sitting there that we really have no intention of building and worse yet, no desire of building. I'm guessing some of the questions above hit a bit too close to home for you; I know they did for me.

What's your REAL Doom Index? Your real DI would be quite simple. Take your number of kits and divide by your average kit output over the last three years. This is the number of years at your current pace that you need to complete things at your current pace. Consider that the av-

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## The Perfect Airbrush Compendium

by Bernie Kugel

I'm writing this article because my right hand is covered in dark green acrylic paint. All because my airbrush clogged up in the middle of painting what else? A French airplane. Now after cleaning the airbrush thoroughly and soaking the needle and tip in lacquer thinner and then washing my hands with lemon Go-Jo (yuk) I felt it was time to write the perfect article on the joys of airbrushing.

Now I'm not going to rip on the airbrush, believe me I love the thing. And I have no plans to stop using it. In fact I'm planning on spraying more paint onto the French plane tomorrow. But while tearing the thing apart and getting out the pipecleaners and the Q-tips, and while swearing under my breath. It got me thinking about the club members that have asked about hearing a seminar or discussion about how to use an airbrush. Now I know there are many of you out there who are using airbrushes. You can stop reading this and go back to your models or read another article. You already know this stuff, so don't waste your time (remember my previous article) But for those of you who feel that it's time to jump into the world of the airbrush, keep reading.

The best piece of advice I can give to a novice airbrusher is: Jump into it. There's no one way to airbrushing. You make your own rules as you go along. I can't guarantee you that your first job will be a contest winning model, but if you keep doing it your models will look better with each one you paint. But there is one rule, and everyone who uses an airbrush lives by it: light coats, you can always go back over it with another coat. Remember this above all else.

First thing you need before the airbrush is your air supply. I recommend only one thing: A real air compressor. Do not, I repeat DO NOT buy a little compressor at the hobby shop. Buy a real compressor at a hardware store. Let's multi-task here. You can fill a flat tire as well

as spray a dust coat on a model with the same compressor. You just need to know how much pressure to run in each. When you buy your compressor just make sure that it has a pressure regulator and can run at low pressure settings (airbrushes run best at 10-20 PSI). Make sure when you buy the compressor to ask for a 1/2 inch male to male fitting otherwise you won't be able to hook up the airhose to the compressor.

Next is the airbrush itself. Which one to use is up to you and your budget. Badger, Paasche, and Aztec all make great airbrushes for under \$100. You will have to decide which one is right for you. I can't help you on this one. The only other major piece of equipment you need is a good airhose. Don't use the cheap rubber model that come with most airbrush sets. Buy a braided hose, they'll last longer and work better with the compressor.

Now hook everything up. Get some pipe cleaners, Q-tips, and some Lacquer thinner for cleaning. Set pressure at 10-20 PSI and spray. "Wait a minute, what about thinning the paint?" Thinning is a science that can only be taught by experience. No one can show you how to thin down the paint. You will have to figure it out for yourself.

I'll sum this up with the old Nike slogan: Just do it. It's the only advice I can give. "Don't give into fear. That leads to the dark side"- Yoda.

### From the Trenches

by Merrill Anderson

With the promise of a 1/48 kit from Roden sometime this year (?), a brief history of the D.H.9 might be in order. The D.H.9 was a direct development of the D.H.4. The D.H.4, as finally equipped with the 375 HP Rolls Royce Eagle engine, was considered the 'best' British single engine, day bomber of the war, fast (up to 140 mph) high flying, rugged and easy to fly, it still had some problems.

In the D.H.4, the pilot was placed directly under the upper wing and basically blind above. Behind the pilot was the 68 gallon pressurized main fuel tank, which sometimes

'broke loose' if the plane nosed over on landing, which the plane was prone to do (it also sprayed fuel all over both cockpits if 'holed'). The gunner and pilot were seated six feet apart, and with the high pilots headrest in the way, the two crewmen might as well have been in different wars, communication, (and more importantly) coordination of defense were very difficult. These (and several smaller problems) were apparent as soon as the D.H.4 entered active service, in March of 1917. To correct these problems, the D.H.4 was redesigned during the spring and summer of 1917, basically the pilot and fuel tank traded places, placing the pilot well back, and right next to the gunner. This change was more complex than it seems because all planes (until the recent advent of computer aided control) need to keep their center of gravity and center of lift very close to the same point, or they become unstable, and difficult to impossible to control.

The redesigned plane became the D.H.9, but more changes were requested by the dreaded "higher ups". The Rolls Eagle engine, which had powered the D.H.4, was in short supply, and the engines were needed for the bigger bombers (HP 0/400, Vickers Vimy and D.H.10) then being built or developed. At the same time, the RFC (soon to be the RAF) was being dramatically expanded, with a larger numbers of planes planned; another, more available, engine had to be found for the new bomber. (This brings up a historically interesting point: in late 1916, Rolls Royce knew it needed expanded plant space to produce more engines; they found an unused factory, and were prepared to buy the property. They asked their government for permission to open a second plant and were refused. No reason has ever surfaced for this bureaucratic blunder.) The engine finally decided on was the B.H.P. (soon to be re-named the Siddeley Puma), a six cylinder inline which promised 290 HP. The B.H.P. had as it's main advantage it was available, probably because it was a decided 'also

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able international standard is essential.

In 1966 an Air India aircraft flew into Mont Blanc killing 117 people. Miscalculation by the crew and poor English phraseology by the controller was suspected.

In 1981 a Yugoslavia airliner crashed in Corsica killing 180 people. One of the listed causes was imprecise language used by the crew and an air traffic controller.

In 1989 a B-707 crashed in the Azores Islands killing 144 people. One of the causes stated was procedural errors by the flight crew and air traffic control.

In January 1990 an Avianca B-707, after running out of fuel, crashed near Cove Neck Long Island killing 73 people. It was reported that the captain spoke very little English and the copilot used improper phraseology. Consequently US air traffic control personnel didn't realize the peril the aircraft was in until it was too late.

In 1995 a B-737 crashed in El Salvador killing 65 people. One of the causes of the accident was listed as confusion between the pilot and ATC.

In 1999 a Japanese glider pilot and a female Australian tow-plane pilot were killed in a mid-air collision. The Japanese pilot was warned of the impending collision, but according to reports it was doubtful if the warning was understood. One of the post accident recommendations was that English competency standards be established for foreign pilots flying in Australia.

The above accidents are just a few examples of why it is so important that pilots and air traffic controllers be proficient in transmitting and understanding critical radio communications.

The ICAO should place greater emphasis on insuring that pilots and controllers of all 185 member states possess sufficient proficiency in English. For non-native English speakers I believe an endorsement to their certificates should attest to this proficiency.

I also feel that prominent national

flag carriers should set a good example and resist the temptation of reverting to their native language when working with air traffic controllers in their home countries. I reported this noncompliance with ICAO directives in great detail to FAA Headquarters in Washington, DC. in 1996, but my report went unanswered.

Lou Martin is a retired Air Force Lieutenant Colonel who also flew as a captain for Japan Airlines and Iran Air. He was an FAA flight inspector for 19 years and has over 19,000 accident free flight hours. He is the author of "Wings Over Persia."

(Chatter Continued from page 4)  
assets. Five airlines immediately contacted them about purchasing some assets. They were Northwest Airlines, Delta Airlines, Continental Airlines, Virgin Atlantic Airlines, and Mesa Airlines.

U S Air's largest hub is Charlotte, North Carolina with 5681 employees there. The airlines must sell assets or reduce costs.

Delta Airlines lost \$327 million in the fourth quarter of 2003. For the year of 2003, Delta lost a total of \$773 million. Delta Airlines also expects large losses in the first quarter of 2004.

China Airlines ordered 2 Airbus A-330-300s airliners worth \$240 million.

American West Airlines is adding more flights to their hub at Las Vegas, Nevada.

(DeHavilland Continued from page 6)  
ran' that had been tried in several aircraft, (and 'failed' in all cases). However designated, the B.H.P. or Puma never delivered more than 230 HP; it also had serious reliability problems when it was first used in combat.

With production plans 'set', (it should be considered, WWI was the first true industrial production war) 4,000 D.H.9's were built, despite the fact that they were 25 mph slower, and had a much lower ceiling than the D.H.4's they replaced. The rapidly expanded bombing force suffered greatly expanded

(Spraybooth Continued from page 5)  
erage male lives to be 76 and figure out if you are going to make it. My DI ends up being 26.91 which means that I'll probably die as I finish my last kit so I'm holding off on that really cool resin Yorktown as long as possible as it may help me live another 10 years!

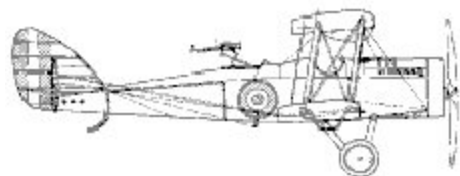
For those of you whose output in the last few years is the big zero, how can you determine what your DI is? Well, if you have to ask you should probably spend a bit of time working on your math skills rather than worrying about your DI.

How can you improve on your DI? You can "shut up and build something". The formula is quite simple here folks, if you build, your DI will decrease.

I'd like to leave you with a thought. "Life is too short to build crappy kits." So here's hoping that you'll get some of the crap out of your life in 2004 and that your DI will trend downward. Happy New Year!

causalities as a result. The D.H.9 had a decidedly 'German' appearance, with it's six cylinder engine partially exposed above a streamlined cowling. Engine cooling was accomplished by a retractable 'chin' radiator. Armament and bomb load were the same as the D.H.4, despite the lower power of the Puma.

The D.H.9 was redesigned again, with a slightly larger wing, and powered by the U.S. built 'Liberty' engine, as the D.H.9A. The 9A, which could carry up to 900 lbs. of bombs, was an excellent plane, and served long after the war, but U.S. deliveries of the Liberty were slow to arrive. "Nine-Acks", as they were called, did not begin to reach the Front until August of 1918, with the earlier D.H.4 and D.H.9 having to serve until the Armistice.



# 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.



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2080 Ivy Avenue East  
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