

The Aero Historian



Volume 35 Number 2

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February 2001



On Display in January was this 1/48th F-86 Sabre by John Eian
(Photo by Ken Sallman)



Curtiss C-46. B-859 Air America @ K-8 Korea (Kunsan) February 1964. Photo by Robert Mikesch via Terry Love.

TCAH This Month

35th Anniversary Banquet. The Banquet is March 3rd at the Fort Snelling Officers Club. If you haven't done so already, you need to register (get the form and details on page 7) and pay Pat Butler.

Next Regular Meeting. Saturday February 10 @ 1:30pm. *Theme: Bombers!* Bring in the big boys, the more engines, the better! *Out of the Box Contest*—Academy P-51B (see page 2 for details).

Next Business Meeting. Saturday February 23rd at Mark Copeland's house. Note the Date and location change!

Event of Interest. IPMS Zumbro Valley is hosting a contest in Rochester, Saturday February 17th. A large contingent of members for Zumbro Valley came up for our Nordicon, so go and lend your support to their efforts! For more information you can contact:

George Romano
3632 Pinetree Ct, NE
Rochester, MN 55906
Romano@sparc.isl.net

Or visit their website at:
<http://www.webspawner.com/users/ipms555/>

Join the TCAH Mailing List!!

We've setup a e-mail list for members of TCAH to keep up to date on the current club events and news. You can join by going to the TCAH website (see below).

Out of the Box in February!

The Second "out of the box" contest is scheduled for the February meeting. See page 2 for a complete set of rules for the contest!!

This is your last issue!!

If you haven't paid your dues for 2001, this will be your last issue of The Aero-historian. Send \$15 to:

Pat Butler
C/O T.C.A.H
208 W. 62nd St. #303
Minneapolis, MN 55419

Supplements to this newsletter can be found at: <http://www.aerohistorian.com/newsletter>
Information about the Air Guard Museum can be found at: <http://www.mnangmuseum.org/>
Information about the American Wings Museum can be found at: <http://www.americanwings.org/>

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TCAH Calendar

March 3—Banquet. 35th Anniversary Banquet @ the Fort Snelling Officers Club.

March 10—Theme: Resin Models, self explanatory.

March 17—Business Meeting @ Ken Sallman's house.

April 14—Club Contest. No Theme. Meeting will probably be at the American Wings Museum in Crystal.

May 12—Theme: Amphibious Aircraft, if it took off from the water, build it.

June 9—Theme: Black Cross/Red Star, Aircraft of the Eastern Front WWII.

July 4—IPMS Nationals, Chicago Illinois

July 14—Theme: Nightfighters, early onboard radar fighter interceptors.

August 11—French stuff. We do have to include them occasionally.

September 8—Record breaking aircraft, height, speed, distance, payload, etc.

September 8—Wheels and Wings (tentative), Zenith Book Sale!!

September 15—Nordicon III at the Thunderbird Hotel

October 13—WWI Aircraft. Bring your Stringbags.

November 10—Club Auction. No theme. Club Elections, recounts, re-counts.

December 8—Early Jets. Heinkle, Whittle, Bell, Yak, prototypes or production.

Do you have something to include on the club calendar? Please let us know!

Calling All Mustangs

by Steve Jantscher

This is it model builders. This next meeting, February 10th is the Second Annual Out of the Box model contest. If you haven't finished yours yet, get to it. We're talking real prizes here! The top three model builders, as judged by all present, will receive gift certificates to Roll Models; \$10 for third place, \$20 for second and a first place prize of \$30. Not only will that have paid for the kit, but you might want to turn that into some plastic or modeling supplies you really want.

So finish the model up and bring it in. If you're real lucky you might get your picture put in the Journal (no promises because I'm no longer the editor).

If you've finished more than one model, bring them all in. Multiple entries are allowed, but only one gift certificate per modeler.

From the President

By Steve Erickson

Happy Valentines day. Since its February, I start to think of JG 54 and their green heart insignia. Maybe we should make that the theme one year. Pay close attention to the notes on the business meeting this month. We accomplished quite a bit of work in spite of all the wonderful aircraft distractions at Mr.Copeland's house. My thanks to Mark for having us, and for the lavish spread of treats. My only complaints would be the chicken wings that were so spicy that a burro would blush and a margarita so strong that it would knock the hooves off the burro. My thanks to all those who attended. It makes my job as President easier when I have help. My one concern, when I said I would lead the club, was being able to keep track of all that's going on and getting volunteers to handle each project. My thanks to Johannes for taking notes for the newsletter. We actually spent about two hours hashing over club business. The notes should give everybody an update on what's in the works. If anyone sees something we missed, please give me a call and we can bring it up at the meeting. You can call me at home or my work number is 612-374-8822. E-mail is serickson@mbcgroup.net even though our e-mail seems to be delivered via pony-express. The business meeting date has been changed. February 17th, is the same day as the Zumbro valley model contest in Rochester. See the notes for the new time and dates. Lets try and have a large turnout in Rochester to show our support for the other IPMS chapter in Minnesota. There should also be a foldout on the upcoming banquet in this newsletter. Please sign up early to make things easier on Pat. If it was just Brent, I wouldn't worry. Lets have a good turnout. I hate to eat alone. Dues are also due if you think you forgot to pay just ask Pat. Also I have 2 swivel desk chairs in my basement suitable for modeling free to a good home.



On the Table - January Theme: Out-of-Closet

1/48 Scale Hobbycraft A-4B Skyhawk
& English Soldier- Steve Jantscher

Jack Mugan—No Scale
Franklin Mint Agajanian Spcl.
Danbury Mint 1957 Chevy
Danbury Mint 1932 Ford

John Eian
1/48 Mig 15bis
1/48 F-86 Sabre

Jim Kaltenhauser
1/72 MPM Fairey Battle
1/72 Tamiya F4U-1 Corsair

Mark Copeland
1/72 Scale Tamiya Me-109 E-7 W.I.P

Dave Pluth
1/72 Scale Tamiya Spitfire Mk I

Bernie Kugel
1/1 Scale Fender Prodigy Green Bay
Packers Bass Guitar

John Higgins
1/700 Scale USS Saratoga CV-3 circa
1943

Steve Erickson
1/48 Scale Tamiya Mig 15bis

Ken Jensen
1/72 Kingfisher, carved figures & boat

Pat Butler
1/72 PST KV- II Soviet Tank

Tom Norrbohm
1/20 Scale Tamiya Lotus 25

Brad Johnson
3 Estes Rocket Models & '69 Comaro
body, Nascar body

Loren Chantlan
Painting of Mosquitos on a "Rhurbarb
Mission"

Bob Steinbrun
USS Kidd



TCAH Memories

by Tom Norrbohm TCAH Historian

This is the first of many articles to be featured in future newsletters that will deal with past events of this club. As club historian, I have access to all the club newsletters from day one and will be able to give you an accurate account of what happened in club history years ago. We will go back 10, 20 & 30 years to give you insights as to what was going on in the club at the time. For this installment, I thought it would be appropriate to go back to the very beginning and find out how the club came to be. So let's look back...

NOVEMBER 1966: A modeler from St. Paul by the name of John Moore has recently discovered the 'Joy of Model Building' and cannot contain his enthusiasm for this hobby. He finds out he is not the only one to have these feelings. He sets out to contact enough aircraft modelers via a letter dated Nov. 11, 1966 to see if they would be interested supporting an informal meeting on a periodic schedule. Those interested are to come to his house on December 3rd, a Saturday, with a meeting time of 1:00 PM.

DECEMBER 1966: The 'first' club meeting is a success. Fifteen people show up at John's house. Ten others who were also interested, were not able to attend. Everyone who attended brought a model or two, and the interest in this kind of meeting was very high. The club name was picked as well as deciding to meet on the first Saturday of each month. At this time, WWII was the main focal interest in model building with a healthy dose of WWI aviation. Meeting places would rotate among the members until a more permanent location is found. Attendees included host John Moore, Bob Kaye, Jim Hayes, Loren Johnson, Bob Reineck, Tim O'Leary, George Mellinger, Hank Thiele, John Kaye, Terry Bryers, Tom Weir, and Henry Capiz.

In the coming months, the club would find a more permanent home at the MANG base in building 641. This thanks to Tom Weir. In our 35th year the club has indeed come full circle. People have come and gone, but the spark is still there to fuel the fire.....

Until next time!

General Meeting Minutes

By Dave Kitchel

Dave Kitchel was absent for the January Meeting. Taking notes in his place was Johannes Allert.

- Steve Erickson called the January General Meeting to order at 1:30pm.
- New Members & Guests. Our newest member is Mr. Loren Chantlan. He is a well know local artist and model builder. Mr. Mike Rybak was here for his first visit. He enjoys building 1/72 scale aircraft, primarily German & Soviet WW II. Welcome!!
- Correction- Our club turns 35 this year *not* 30 as Steve Erickson had been lead to believe.

Old Business

- Steve Jantscher reminded everyone that next month is the OOB Contest for the 1/72 scale Academy P-51. So far we have at least 18 participants.
- Pat Butler reminded everyone that the Club Banquet sign up deadline is Feb. 24th. Cost \$19 per person. Remember that this will be our 35th anniversary year, so it will be a *very* special occasion.
- Ken Sallman gave the club an update on the bid for the IPMS Nationals in 2003. So far, the competition appears to be Oklahoma City, OK and Dayton, OH. The deadline for submission is May 2001. He will bring a rough draft version to the business meeting to be held at Mark Copelands house.
- Steve Erickson brought in a sympathy card that passed around for the membership to sign for Harold Johnson, who recently passed away.

New Business

- Future Business meeting sites will be at the following homes.
Feburary Meeting: Terry Love
March: Ken Sallman
Both will be held on the Saturday following the general club meeting dates.
- Club Donation to the MN Air Guard Museum - Donation of money to the MN Air Guard Museum will be

(Continued on page 4)

(Continued from page 3)

discussed at the business meeting at Mark Copelands home.

- Award Sponsorship for the 2001 IPMS Nationals- Tabled until business meeting at Mark Copelands.
- New Newsletter Editors- Dave Pluth, Johannes Allert and Jim Kaltenhauser have agreed to take over the duties for the newsletter. PLEASE send articles! It's up to the club to make a great newsletter even better!
- New Airliner Decals- Robert A.K.A. "Bobby the Brain" Friskney announced a new series of decals that are coming out for the MD 80, and Boeing 757 in NWA Livery schemes.

Nominations for Awards- Every year TCAH presents awards in various categories which are given out at the annual banquet. This year the nominees are:

Modeler of the Year-

Bob Steinbrunn - USS Kidd which won top national honors at the annual Maritime Museum contest. Bob also contributes several articles to various modeling magazines.

Steve Hustad - 1/72 scale aircraft, as well as military figures. He also was a coordinator for the 1999 R5CON and last years and this years Nordic Con.

John Brenier - 1/48 aircraft and military figures which have won top honors at the annual show in Chicago.

Skip Nelson - 1/72 scale aircraft.

Frank Cuden - 1/72 & 1/48 scale aircraft as well as contributor to SAMI magazine for modeling articles.

Merrill Anderson - 1/72 & 1/48 scale WW I aircraft & figures.

Dave Pluth - 1/72 scale & 1/48 scale aircraft. Primarily Japanese.

Ken Jensen - Truly a "scratch" builder using wood and "Cleveland plans" to build *great* aircraft & ship models. No wimps allowed!

Newsletter Article of the Year-

Steve Jantscher- Two Part in depth article on radar.

George Mellinger- On going series of articles pertaining to Soviet aircraft.

Historian of the Year -

Mark Copeland- On going work with the US 8th Air Force Historical Society. Co-authored and edited "Happy Jack's Go-Buggy".

George Mellinger - Co-authored the newest release of Osprey series. on "P-39 Airacobra Aces"

Terry Love- Newest release on "Recon Birds" from Squadron Publications

Member of the Year- To be decided on by Dave Pluth, Jim Kaltenhauser and Johannes Allert

Ballots will be distributed at the next meeting and awards will be presented at the 35th anniversary banquet.

Business Meeting Minutes

By Dave Kitchel

(Notes by Johannes Allert substituting for Dave Kitchel). The TCAH Business Meeting for January was held on the 19th at the home of Mark Copeland. In attendance were:

Steve Erickson, Pat Butler, Ken Sallman, Jim Kaltenhauser, Steve Jantscher, John Brenier, John Roll, John Higgins, Glen Horton, Johannes Allert, Jack Mugan and Mark Copeland. The following items were discussed:

- TCAH Banquet - Discussion on how much money to spend on door prizes, especially for the women. It was decided to stick with the \$300 cash allotment for now and see how many individuals sign up for the banquet, then reassess the need to spend more money for door prizes. TCAH still plans to send out invitations to Hobby Shop personnel as a gesture of goodwill to thank them for their support in the past year. The club newsletter will have a 1/2 page announcement for this years banquet which will be our clubs 35th anniversary. Get the word out!
- Monthly Door Prizes - Jim Kaltenhauser has volunteered to step forward to help get door prizes for the monthly TCAH general meetings.
- April Club Contest - John Higgins is again chairing the yearly club contest and plans to ask the American Wings Museum if the

club can hold the contest at their facility at the Anoka County Airport in April. The annual "Bob Nelson Memorial Trophy" this year will have the theme "Best Korean War Subject".

- Incorporation - The club officers plan to have the club "incorporated" by next month's business meeting.
- TCAH Website - Ken Sallman stated that the TCAH website has received over 6200 hits. More than half are from overseas.
- TCAH Donations - The club voted to donate \$500 to the MN Air Guard Museum and \$100 to the American Wings Museum.
- Future TCAH Business Meetings - February 23rd will again be at Mark Copeland's. March 16th will be at the home of Ken Sallman. April 23rd will be at 1:00 pm at the home of Johannes Allert. Weather permitting, an afternoon cookout is planned.
- February OOB Contest - Steve Jantscher is hosting a OOB Contest for Academy's P-51 in 1/72 scale. 1st prize is \$30 certificate to John Rolls, 2nd is a \$20 certificate, 3rd is a \$10 certificate. So far 19 members are participating.
- TCAH's bid on the 2003 IPMS Nationals - Ken Sallman provided the stats and an overview of the IPMS Nationals. He will provide details of this in his own article(s) submitted to the club newsletter. Coordinators & Volunteers are still needed, so be sure to contact Ken Sallman.
- TCAH & RPM Club Display - Jack Mugan has been in touch with one of the local car clubs - RPM, and has asked for volunteers to provide models for a joint library display. See Jack Mugan for details.
- IPMS Club Contact - The new club contact for IPMS is Jack Mugan.

The meeting adjourned at 10:00 pm and members admired the various collections of Mark's. John Breiner also brought two different works-in-progress. Tamiya's 1/48 scale Me-109 E's. Mark Copeland is currently working on Tamiya's 1/72 scale version. The club thanks Mark Copeland for all the good food, spirits and hospitality!

Kit Review Hasegawa F4U-5N

By Steve Macey

History

Authorized on March 15, 1944, the F4U-5N was developed as a fleet defense fighter. It was designed to increase the Corsair's overall performance, armament, and serviceability.

Differences from previous Corsairs were many. The most noticeable being the longer nose and air inlet scoops at the four and eight o'clock positions. This was an effort to make the Corsair more survivable when dealing with ground fire. Armor was added to the underside necessitating the cooling scoops rearrangement. Others included 4 wing-mounted M3 20MM cannons, an all metal wing, a modernized cockpit, and increased provisions to carry under wing armament.

There were a total of 568 F4U-5's produced between 1946 and 1949. The production breakdown was 223 F4U-5's, 214 F4U-5N's, 101 F4U-5NL's and 30 F4U-5P's.

The F4U-5N's were among the first Corsairs committed to the Korean conflict. VMF(N)-513 used them to provide night close air support. The Navy used them as night and all weather fleet defense fighters.

Opening the Box

When I opened the box, I was amazed at the amount of plastic packed into the box. There are 10 medium gray sprues, one clear sprue and the black grommets to hold the propeller in place. The sprues have been molded in such a way that the delicate parts are protected by the sprue layout. The canopy is very accurate but has a mould line down the top center requiring some light clean up. Upon cutting the parts off the sprue, I noted that the plastic is very soft requiring some extra care when using a knife.

The parts are well molded and flash free. There are quite a few sink marks requiring some filling--especially the rockets. Dry fit before filling because some will be hidden--i.e. the cannon fairings.

The cockpit is adequate considering it will basically be black when finished. The instrument panel has molded gauges, but 2 types of instrument panels are offered on the decal sheet. I used the version without the black back-ground. Once on and snuggled

down it looks pretty good. I'm sure someone will bring out an after-market cockpit. Just remember--the sidewalls are pretty bare, most of the radios, switches, etc. were on the consoles and it was black!! An after market seat would be nice though. I think the seats is pretty accurate (with molded belts and harnesses) but my references state that it had armrests.

Before getting started, the nose does have a fairly prominent mould line about halfway back towards the cockpit from the firewall. With some careful sanding, it will go away! It just proves that the F4U-7 and AU-1 are coming.

Construction

I generally follow the instructions, but sometime stray when I find an easier path. So here goes.

Cockpit/Fuselage

I painted and assembled the cockpit per the instructions using one of the decals for the instrument panel. After applying the decal and using the setting solution, the decal snuggled down over the engraved instruments. After it dried, I used Testors Glosscote to simulate instrument glass. The basic cockpit is black, but I used zinc chromate for the seat to add some color. After assembly, the cockpit was weathered using pastels and silver Prismacolor pencil. One thing not included in the instructions was strengthening the instrument panel and part N 11.

When opening the holes for the antennas in the fuselage, go smaller rather than big. The holes will wind up larger than required if you don't. The completed cockpit fits into the fuselage without glue.

Engine

The engine is very detailed, requiring only spark plug leads for the purist. I normally paint the cylinders Testors steel, the engine case Primer gray, and the cylinder push rods gloss black. I used artist oils to weather the engine and then flat coated the whole thing.

Wings

The basic construction is very simple, but the small parts require some patience and filling.

The radome does not really fit too well. A bout of dry fitting, sanding, and filing will have to take place. In the

end, I still needed a little filter.

The guns are next. Again, careful construction and sanding will be necessary. Some filling will probably be required on inbound guns.

Since the plastic is very soft, I did notice some slight sink marks. A careful light sanding took care of the problem.

Engine Cowling

The cowling did present some fit problems. It attaches to the fuselage at three places. When dry fitted, the cowling was wider than the fuselage. The solution is some careful bending of the flanges on the cowling and adding some plastic to the three location points on the fuselage. Some careful work will provide a flush fit and gluing surface other than the trailing edge of the cowling flanges.

The Rest

The remainder of the assembly went according to the instructions with no major problems.

Painting

The aircraft was primed and sanded at least five times before I was satisfied that painting should begin.

But first some comments on US Navy paint schemes. In the late 40's, these aircraft were overall gloss dark sea blue. Remember this was lacquer-based, so gloss varied greatly and this paint was not as durable as later paints. Wheel wells were dark sea blue. Wheels were either dark sea blue or aluminum. I've seen pictures of Bordelon's aircraft with both. After painting was complete, Future Floor Wax was sprayed on in preparation for the decals.

Decals

I used the kit decals for Guy Bordelon's Corsair. They appear to be accurate when compared to available pictures. Although they look pretty thick, I have found that Hasegawa decals go on pretty well. I used the Micro Scale/MicroSet procedure and it works.

After the decals were set, the aircraft was cleaned up and a combination of Future and Polyscale float was used to get a little worn affect. Bordelon's aircraft looked like it was in pretty good shape.

(Continued on page 6)

Conclusion

This was an out of the box build as I wanted the Corsair on my shelf. It's a very good kit that requires some modeling skills. But it's an easy build and think of the money you can save--no after market stuff.

Free Russian SIGNALS

By George Mellinger (Builder in exile)

After a long break, I am back building. I had forgotten how refreshing that could be - at least most of the time. But that's a topic for a different column. Now my thoughts have turned more insistently to all the new treats arriving for the Russian enthusiast which lurks in all of us. (Granted, in the case of Tom Norrbohm, it's hidden a bit deeper than most - but we'll find a Soviet BF-109 scheme and get him yet!)

It's a good thing I'm building, because there are lots of new kits arriving, and more scheduled. Siga has just released two 1/72 kits - one of the Lavochkin La-9 and another of the very similar La-11, both of the Korean War period. But not only Siga; Gran has also released a kit, with alternate parts for both types. I have not seen either offering. But on the basis of Siga's FJ-1 Fury, I am optimistic. Also released by Siga is the Piasetsky HUP-2 helicopter. Not of great interest to me, but proof that Russians don't release just their own stuff. As for the Gran offering, I am more reserved. Years back, MPM released a kit of the La-9/-11, fairly primitive. More recently Interavia, of Ukraine, released the La-11, and it turned out to be the old MPM molds, but a bit more generous with the flash. I'll only hope that Gran's offering is not "the third strike". And speaking of re-releases, as everyone knows, dead Toko has been reborn as Roden, and is releasing the old kits under the new label. But Easter Express is also re-releasing some of the old Toko WWI kits. Eastern Express is also releasing the old Dakoplast Yak and Shturmovik kits. They need some work, but their Shturmoviks provide all the subvariants, and the Yak is really quite decent for a 1/72 kit.

Another re-release is less fortunate. ICM has adopted an old western marketing strategy and released "Korean

War North Korean Air Force", a joint repackaging of their Tu-2 and Yak-9 kits, with decals for the Chinese and North Korean Air Forces respectively. While this is a welcome effort, there is one serious problem. The Yak 9 is the original Yak-9D kit with Korean markings - which is wrong. The Koreans used only the last model Yak-9P, which featured all metal construction and had no chin radiator. What a disappointment. We really need a model of the Yak-9P, and the High Planes kit looks like it would take a LOT of work. A much better idea is ICM's TB-3 and I-16 Zveno fighter combination kit. Reports are that the TB-3 is a challenge. And, I suspect that with the two I-16s and their trapeze harnesses, it will be more of a challenge. But should be quite spectacular - and a favorite on the contest circuit. More to my taste is the news that ICM has finally released their long-promised Su-2. A single-motor bomber with a rear ball turret. This is another airplane demanding a model for a long time. When mine arrives, the box will never even get a glimpse of the shelf! Other new kits are an outstanding-looking MiG-31 from Zvezda, and a challenging Sukhoi 15 (the airliner killer) from VES, both in 1/72.

Models demand decals, and we are fortunate. Aeromaster has just released a superb gift to the 1/48 Russian builder. "Falcons of the Red Star", featuring decals for 5 Yak pilots, all taken from plates from the Stankov "Yaks in Squadron Service" volume, and the translation which I provided. Inexplicably, one is for a Yak-9U aircraft of Lieutenant Kizim - and there is no 1/48 model of the Yak-9U. However, the other 4 sets are all for Yak-1 bubble-tops useful on the AM kit. Their instruction sheet does make a mistake; the Ace of Spades insignia which they attribute to Chirkov actually was the aircraft of Junior Lieutenant Shutov - but the decals themselves are perfect, and that's what really matters. Though, Aeromaster had neither told nor hinted me anything, I believe that they will be selecting other plates from this book to do sheets for the ICM Yak-9 and the Eduard Yak-3. For those of us who insist on 1/72, AML Decals out of the Czech Republic have released a couple of small but very nice sheets also from the same book. Their 1/72

sheet of Yak-1 offerings must wait, but their "Stalin's Eagles in Yaks II" provides me exactly what I need to find true happiness in the work room. Again, I hope more will follow. And for jet builders, we have to commend Guy Holroyd of Linden Hill, who is not content just to import exotic kits and books from Russia. He has begun his own line of decals. His first sheet is "Fighters Over the Panjshir Valley" is a collection of squadron insignia decals for Su-17s. His second "Russian Swingers" provides decals for a number of MiG-23 units. Both offerings have extensive instructions, and the MiG sheet has stencil markings. Quality is state of the art. And both sheets come in the two popular scales. I may be able to continue modeling without my Russian Travers decals after all!

Finally some rumors - ICM is going to be releasing their own 1/72 MiG-31, and a 1/48 Tu-2. Trumpeter will be doing a 1/72 Tu-16 Badger (Clear out a display space - maybe the second carport). And Roden's Gotha is said to be imminent. Now all I ask are the ICM Yak-1 and Yak-7, and oh yes, now that I'm thinking about it, a Pe-8 heavy bomber would be really nice too.

Oddities

By Jim Kaltenhauser

[Editors Note: Jim will join us monthly with a report on an oddball kit of an oddball aircraft. If you have suggestions for him for kits or aircraft, you can write him at kaltenhauser@yahoo.com]

In 1939, the fourth Curtis P-36A serial #38-004 was used extensively for evaluation of a long chord cowl over its original radial engine. This test bed was given the designation of XP-42. The nose was tapered to almost a point and the prop shaft was extended to this point. This aircraft looked a little like the Kawasaki Ki-61 with the exception of the large scoop on top of the XP-42's Cowl. The aircraft looked fast, but surprisingly it only got as fast as 344 mph. Testing was completed in 1942.

Guess what? A company called FL has released the AML P-36A with a resin conversion to create the XP-42. I found this item under the New Releases for Hannants. I'm sure if you ask John Roll he can get it for you to.

Toy Soldier Flea Market

April 28, 2001

By Noel Allard

If you are interested in toy soldiers, here is a chance to obtain a few. My Father, Ray Allard, passed away in May. In his estate were some 500,000 toy soldiers!

Ray often accompanied me to the TCAH meetings, though he didn't like to sit through the meeting, preferring to bum around out in the hangars. He collected toy soldiers since he was a young man in the 1920s and 1930s. His collection will be up for sale on a Saturday in May. Among the soldiers are unbuilt kits, thousands of cast lead figures representing armies of all nations, collectable old timers, cardboard figures, armor, molds, lead, plastic figures, lots more. The range is vast, from cave-men (and women), WWI, Napoleonic, British, Civil War, Revolutionary War, WWII, clowns, cowboys and Indians, Romans, to name a few. Most of his cast figures are painted, but he was not a perfectionist. So anyone wanting to repaint in detail can have a ball. Thousands of them are not painted.

Ray was also a military historian and

he left a library of hundreds of books. The military books, a lot quite old, will also be for sale. The event will take place at the Chaska Community Center, 1661 Park Ridge Drive, Chaska, MN 55318. The location is west of County Road 17 on Engler Boulevard, County Road 10/11. Going west on Highway 212 from the split of 212/101 at the bottom of the hill from Flying Cloud Airport, take a right on County Rd 11. (They will be remarking this County Road 10.) Cross County 17 and go uphill about four blocks, turn right into the community center area. The sale will be open to the public from 10:00 am to 4:00 pm on the 28th.

Technical Stuff—Liquid Lock

By John Higgins

(Jetranger15@cs.com)

Have you ever been to an airshow or watched a documentary about old airplanes and saw ground crew pushing the prop blades around before the engine is started? If so, have you wondered why they do that? The reason is called "liquid lock", or to be more precise, the prevention of liquid lock. Aircraft radial engines have their cylinders arranged in a circle around a crankcase with the crankshaft in the center. When an engine is shutdown, oil from

the crankcase and the upper cylinders can sometimes drain down into the lower cylinders. Sometimes this condition gets bad enough to actually fill the bottom cylinder(s) with oil. Since fluids don't compress, if the engine is started like this the result will be a bent crankshaft and/or connecting rod. In a worst case scenario, the entire cylinder can break away from the crankcase causing a great deal of damage to both the engine and the aircraft.

To prevent this, ground crews walk the blades through a complete cycle (2 revolutions). If a cylinder is full of oil, the prop will lock. The fix is relatively simple. By removing the sparkplug from the offending cylinder, which is almost always the lowest one, the oil can be drained and the process continued. If no other cylinders lock, the engine can be started.



35th Anniversary Banquet Information and Reservation

The Club's 35th Anniversary Banquet is coming up on March 2nd at the Fort Snelling Officers Club at 7:00pm. All reservations are due by Wednesday February 28th. Dinners are \$19 each.

Name: _____

Meal Choice (Circle one): Chicken Filet Mignon Walleye

Guest: _____

Meal Choice (Circle one): Chicken Filet Mignon Walleye

Total (\$19 each) \$ _____

Payment options:

- 1) You can pay Pat Butler at the next meeting
- 2) Send your money to: Pat Butler, C/O TCAH, 208 W 62nd St. #303, Minneapolis, MN 55419

Our 35th Anniversary won't be the same with you, so sign up today!!!

Dispelling the Myths

By Dave Pluth

It seems like the same questions keep coming up about Japanese aircraft over and over again. The funny thing is, most of the conversations that I have with people start out with them stating popularly held ideas about the aircraft with these ideas being wrong most of the time. That's not to say that that's a bad thing, But many of these statements have been so ingrained over the last 50 years, even former Japanese pilots have started to remember things this way.

So, after Jack's urging for us "internet guys" to do something for the club newsletter, I figured this would be as good a topic as any to get started with. This will hopefully be a multi-part series so feel free to send me an e mail (dave@j-aircraft.com) with a question you may have or stop by j-aircraft.com and read some of the research for yourself.

Let's start off with some common misconceptions about the Zero and it's family.

Statement: All Zeros are Gray or Green over Gray.

False. Gray zeros are really the biggest misconception. Fact of the matter is, very few Japanese planes were indeed gray. Japanese planes at Pearl Harbor were in the range of FS-24201 to FS16350. This is a tanish/greenish/grayish color. This color has been called Amerio, which is technically incorrect (it translates approximately to "caramel"), The more correct name is hai-ryokushoku or J3 (bet you can't guess which one I choose!).

The gray that you may see on some relics is actually corrosion of the lacquer binder in the paint. Early Zeros were a semi-gloss while later Zeros (starting around the transition to the A6M3s) were a flat color. It is also thought that this color was used throughout the war.

What does this mean to the modeler? Well, I'd suggest using Polly-scale Concrete from their Railroad line for a pretty close match. You can drop it a touch of green for effect if you're so inclined. You'll be amazed how this color looks very different under different light sources.

Statement: Zeros were painted gray

with a yellow lacquer/varnish over spray.

False. The lacquer was actually mixed into the paint, not over sprayed like a varnish. This was an early explanation of the J3 color to allow Zeros to still be gray. All of the samples that I have and the numerous samples I have seen confirm that J3 is actually a color and not the result of a varnish over spray.

Statement: Zero cockpits were blue or aotake.

There are a couple problems with this. First, aotake is not technically a color, it refers to a protective coating. This color ranged from green to blue and everything in between. This color depended on the day it was manufactured or any of a hundred other factors as to which shade it was. Basically, this was a lacquer covering that was tinted so the person spraying it could tell where they had sprayed.

Second, aotake was used only in non-crew areas. For example, aotake was sprayed behind the pilots seat, in the wheel wells, and in the gun bays, etc. The main cockpit area on Mitsubishi built aircraft was actually green that was somewhat similar to our Interior Green, maybe a touch lighter or darker depending on your interpretation. Nakajima aircraft had more of a yellowish green tinted interior. The best matches for both these paints are from Aero-master, but unfortunately these are in very short supply.

Statement: Japanese aircraft paint was horrible and often chipped or just came off.

Absolutely false. Early Japanese paint was far superior to anything that we had at the time. Check out early pictures, you will find very few weathered aircraft. Later in the war when less care was taken in making and applying the paint, the quality of the paint fell (along with primer not being used any longer in many cases) and caused some of the extreme weathering you see. So, overall, don't bother with the heavy chipping and weathering with anything you're building pre-1943.

This also changed some with the field-applied camouflage that you see later in the war. Compare it roughly to having your car painted at the factory to spraying paint on with a can that you

buy at the hardware store, which one will actually stay on?

Question: What's a close color for the purple Rufe (the floatplane version of the Zero) that we hear so much about?

None. This was not really a paint scheme, at least not from any documented source.

The story of the purple Zero (or was it a purple dinosaur?) actually takes place after the war. A piece of Rufe is recovered from the water, sometime in the 50's. The piece is clearly identified as coming from a A6M2-N Rufe and it's red! Well, what clearly happened over the course of the years is that the original J3 paint had worn or weathered off due to being in the water. The red primer that all Zeros/Rufes had been primed with was all that was left. So, sorry, there just isn't a purple Rufe anywhere to be found.

So much for this month's installment. Drop me a line with a question or something you'd like to see written about. For further reading about the Zero color topic you can check out the many articles in the J-aircraft research archives, from which much of the above information was gleaned.

Coming From Squadron/Signal

By Terry Love

January - Fairey Swordfish In Action
February - Heavy Cruisers In Action
March - Aces (Part II) - WW I through Arab/Israeli War.
April - TBF/TBM Walk Around.
May - F-117 Walk Around (this is by former TCAH member Jim Goodall (Who else)).
June- Italian Medium Tanks In Action.



An abandoned Ki-46 at Clark Field. This color photo will be republished on the website. Check it out to see the real color story! (Photo via Lansdale).

Kitting the Spitfire (In a non-ham-fisted scale)

By Ken Hornby

After Tamiya came out with their two kits of the Spitfire, a couple of friends with an eye to building a full line of Spitfires, asked me what other marks were available, and who manufactured them. Now I'm no expert, but here's my recommended list of available kits in 1/72 scale.

Obviously, the place to start is with Tamiya's new Mk I. Anyone who was at the January meeting and saw Dave Pluth's recent work knows it can be built straight from the box into a real beauty. It can also easily be made into a Mk IIa with very minor work. The Mk IIa had a small bump on the port side engine cowling; otherwise it looks the same as a Mk I.

Next in line would be Tamiya's Mk Vb, which should be the kit of the year. You might be able to make a Mk Va with the eight-gun wing by marrying up the Tamiya Mk I wing with the Mk Vb fuselage. Unfortunately, making a Spitfire Mk Vc would be very difficult using this kit. If Tamiya had been thinking, (unless they're going to do another kit with a whole new wing), they would have made the gun fairings on the top of the wing as separate panels. That way we could have built any of the various cannon armed versions of the Mk Vb and c. Hopefully, someone will make a replacement wing for this kit as the Mk Vb was used primarily by the RAF in the UK. Also, the Mk Vc used two main types of propeller, one similar to the Mk I's, and a later, wide-bladed wood/composite prop most prevalent in warmer theatres. Although I don't yet have this kit, I did get to peek through the plastic bag at one, and it appears that only the early prop type is offered. Almost all commonwealth, foreign, and overseas units flew the MkVc, which greatly limits your color and marking options. Maybe Tamiya intends to do a Mk Vc as a later release?

The Mark VI was the first purpose-built high altitude version of the Spitfire. It was essentially a highly tweaked Mk Vc, having a more powerful engine turning a four-blade prop, extended wingtips and pressurised cockpit. You could buy the Smer kit for its resin conversion parts for use on Tamiya's Mk Vb, or cannibalise a Mk IX for the prop

and exhaust stacks. It didn't have the port side entry door, so those panel lines need to be filled in. The whole canopy hood was removable and was bolted on for flight so there wouldn't be any canopy rails either.

Hasegawa's Mark VII would be next, if it's still available. I've heard that because Hasegawa used their Mk VIII kit as a basis, there are major flaws with this kit. But I'm not sure what they are.

Probably something with the panel lines. Like the Mk VI, this Mark also didn't have an entry door, because of the pressurised cockpit.

Next come Hasegawa's Mk VIII, and Mk IX, both standard offerings.

MPM makes a nice kit of the photo-recon PR Mk XI. It was once also available from Ventura (the company, not the Governor), but I'd recommend MPM's.

Sadly, no one makes a dedicated kit of the Mk XII. Yes, I hear some of you saying "What about the Model News kit?". Quite frankly, it's HORRIBLE. Even Mr. Hustad might kick this one into the trash bin. For those of you who get off breathing resin dust, Paragon and Brigade Models both make conversion sets for Hasegawa's Mk VIII/IX. But I haven't seen either one, so can't comment on their quality.

For the Mk XIV you can't go wrong with the Academy kit. It's another out of the box gem.

To build a Mk XIVe with a bubble canopy, you're stuck with the over-engineered Fujimi kit.

Only Heller makes a decent Mk XVI. Although an older kit, it still looks good, albeit with raised panel lines.

Fujimi comes again with the PR MkXIX, another photo-recon example. I believe this could also be made into a Mk XVIII, but I'm not positive.

Eduard markets two kits of the Mk 21, one an upgrade version with etched metal and resin, and one without. Both are old East European kits that aren't too bad. For my money, I'd go with the Upgrade version.

By the way, wartime marks were designated by Roman numerals and post-war marks used Arabic. Why? I have no idea. I guess the Brits have their own version of reality. (With apologies to Ron and Kit.)

For the Mark 22 and 24, you get to wrestle with the Ventura kits. They're beautifully molded, but being very lim-

ited run kits, they require an inordinate amount of work to bring out that beauty.

Well, there you have it! That's the extent of my knowledge concerning modelling the basic Spitfire lineage. This is a simplistic list that doesn't address many of the details necessary to build a contest winner, but if you want it to look like a Spitfire, this should help. I also haven't included the Sea-fire Marks, or early PR versions, which would require specialised conversions with a lot of sawing and hacking.

Lastly, for a good, inexpensive reference, you can't beat the old Squadron "In Action" book on the Spitfire. If you happen to have bundles of cash lying about, and nothing to spend it on, I'd recommend the new SAMI Publication's Spitfire book. It's spendy, but if you want to know everything about building the Spitfire in all scales, it's the book for you. Volume one covers the Merlin engined variants and volume two will cover those powered by the Griffon. If anyone has any comments, corrections, or additions, I'd be happy to hear from you. Better yet, write up a little something for the newsletter...

In Future Issues...

From Tom Norrbohm

Review: EZ Masks

From John Higgins

* Making water for your ships

From Dave Pluth

Evolution of the Zero
Naming Conventions of Japanese Aircraft.

From Dick Phillips

Lots of photos!
Book Review: Lockheed T-33, A Photo Chronicle
Mustang Alphabet Soup—The complete guide to the P-51 and its variants.

From Dennis Strand

* Building the P-40

This is the current backlog of articles that we have. If had previously submitted an article and it's not here, please let us know or resubmit it.

* - Scheduled for next month

Newsletter News and Notes

From the Editors

With the February issue of the TCAH newsletter, there will be a change of editor(s) and a bunch of things will be changing. Below you will find all the pertinent information as to where to submit things, how to get in touch with us and some of the things that we are looking to do.

Our goal is to produce a high quality newsletter with many great articles in it each month. We are counting on you to provide that material (we aren't the entertainment committee, we're just the editors). It doesn't have to be long articles or reviews; some of the items could be a paragraph or two. You could also write a feature article that could be several pages (and may be broken up over a two month period), or you could do something in between. It's up to you.

We've got some big plans, but we need you to help make them a reality. Now, on with the info.

Editors – Responsible for articles, editing and layout of the newsletter.

Dave Pluth

dpluth@j-aircraft.com

H: 952-448-4795

Fax: 952-448-9510

Johannes Allert -

norway_331@yahoo.com

H: 763-213-0370

Fax: None

Distribution Editor – Responsible for distribution of newsletter and keeping the master list of members.

Jim Kaltenhauser

kaltenhauser@yahoo.com

H: 952-346-8460

Fax: None

Submission Deadline: 22nd of each month. This will allow us to produce the newsletter in a timely fashion and get it to Jim for distribution. Any items not used, but received before that deadline will appear in the "articles to come section".

Publishing schedule: Regular newsletters in January thru May, single page newsletters in June thru August, regular newsletters September thru May.

Submissions: Preferred in Microsoft Word, but will take in any format, as long as you tell us what it is. Please include the file type (Microsoft Works, Word Perfect, etc in your e-mail.) You can send it via email, or fax or USPS in hard copy form.

Regular Columns – Monthly Columns
Presidents Column (President)

Meeting Minutes – Regular Meeting
(Club Secretary)

Meeting Minutes – Business Meeting
(Club Secretary)

Treasurers Report – (Club Treasurer)

Club Calendar – List of all upcoming club events, themes, and important deadlines (Newsletter Editors)

On the Table – List of kits displayed at the club meetings (Newsletter Editors)

Flashback – What happened in club history ten and twenty years ago. (Club Historian)

Website of the month – a summary of a historical or modeling related website.

Swap Shop – Buy, sell and trade in 25 words or less.

Model of the Month. – Photo and description of one of the theme models that's on the table.

Editors Needed

Club Member News – New Member profiles, news about members (births, illnesses, etc). We need someone to collect this info and submit an article.

Bi-monthly Columns – Editors needed unless otherwise noted. These columns would appear on a bi-monthly basis (that's every other month).

Airlines and Airliner News and Notes - Needed

Russian News, Notes and articles - George Mellinger

Japanese News, Notes and articles - Jim Kaltenhauser & Dave Pluth

Modeling Tips – Collect a modeling tip or two and submit them to the newsletter

New Kit Releases – John Roll

Oddities – Strange kits, books etc for the modeler – Jim Kaltenhauser

On Land and Sea – News for the Ar-

mor, Car and Ship Modelers

(Insert your ideas here!)

Some Suggested articles waiting to be written

Kit reviews; Armor, Ships, Aircraft, Cars
Book Reviews; Historical Novels, New Books

Camo and Markings of the _____ (you fill in the blank)

In Foreign markings.

Other Air Forces – Tired of 109's and 190s? Write something about one of these countries. Finnish, Italians, Polish, Chinese

Have you been to a contest, write about it!

Been to a museum, write about it!

Do you have some photos that you could share?

There are many other ideas, you just need to think of them!!!

Notes from the Treasury

By Pat Butler

Oi Matey's, one more month closer to summer we are, 4.5 weeks closer to Italy am I. It should be a nice vacation for yours truly. If I can get to whichever aeronautical museums are available in the cities being visited, I promise copious pictures for your viewing pleasure. If anyone knows of any museums or places of aero interest in Florence, Venice, or points between, please let me know.

Talking to Mr. Pluth, it was decided to let dues renewal go for one more month, so if you haven't paid, please get them in. The address to send them is as follows:

Patrick Butler

C/O T.C.A.H.

208 W 62nd St. #303

Minneapolis, MN 55419

By the way, the above address is also where to send the banquet reservations and money. Speaking of \$, we have \$6832.28 in the coffers, plenty of money to commission new member Loren Chantland for some paintings with which to decorate my new abode, hmmmm. What could he do with the ceiling???

Minnesota Aviation Hall of Fame to Induct Eight

By Noel Allard

The Minnesota Aviation Hall of Fame inductees for the year 2000 include a very interesting group of persons. Of the eight being inducted, seven had outstanding military careers, including the two top-scoring Minnesota WWII Aces and three General Officers.

Two were air show performers, two fixed base operators, and two Airlines figures.

Majors "Bud" Peterson and Don Beerbower were the two top-scoring Minnesota Aces, each with an aerial score of 15.5 enemy aircraft shot down. Beerbower was killed during the war while strafing a German airfield in France, Peterson returned to become a well-known Minneapolis architect. Major General Wayne Gatlin served during WWII and following that joined the Minnesota Air Guard. Eventually he was stationed in Duluth, where he became Commander of the 148th Fighter Group. Brigadier General Clayton Isaacson flew 50 combat missions in Europe during WWII, then another 82 in the Pacific. He earned the title of Ace for five enemy aircraft destroyed. He flew an additional 123 combat missions in Korea and returned to the U.S. to assume many successive command positions. He led a spectacular rescue mission in the Belgian Congo in 1964 that rescued 2000 hostages held by rebels.

Brigadier General Wyman Fiske Marshall began a flying career as an FBO, worked for the Department of Commerce, and was an air show pilot prior to being commissioned in the Marine Corps, where he was a member of the "Hell Divers" air show team. He joined Northwest Airlines and by 1946 had become VP of Operations. Liz Strohfus joined the Army Air Corps and became a WASP, flying gunnery training missions and ferrying military aircraft across the country. She has traveled the breadth of Minnesota, as the ambassador of aviation and women's role in it.

Bill Barber joined North Central Airlines in 1952 and became one of the youngest Captains in the company, continuing with Republic until 1958. He began flying airshows in the 1950s and in 1962 was the Captain of the U.S. Aerobatic Team that competed in Bu-

dapest, Hungary. He entertained millions of airshow attendees. Niels Sorensen flew from the earliest Twin Cities airfields in the 1930s, then taught in the program at the start of WWII. During the war, he flew patrol bombers from the Aleutian Islands and afterward became a successful fixed base operator, first at Minneapolis, then at Crystal Airport. His fine craftsmanship was evident in many pioneer aircraft he built from scratch.

The eight new Hall of Famers will be officially installed at a ceremony occurring at the Thunderbird Hotel in Bloomington, Minnesota on April 21, 2001. Also being presented that evening will be the Best Aviation Writing by a Minnesotan 2000 award to George A. Erickson for his book: True North, Exploring the Canadian Wilderness by Bush Plane. Details and reservation materials can be had by contacting Noel Allard evenings at 952-448-5047. Seating is limited and it will likely be a sellout.

Hard Edge Camouflage Schemes The other Modeler's dilemma

by Tom Norrbohm

Two things in a modeler's life that we all don't look forward to are trying to duplicate a bare metal finish and a 'hard edge' camouflage finish on our models. The bare metal finish I have mastered to my liking and the 'hard edge' camouflage is what I will discuss with you here in the following article to go along with the Old Silver finish article that I did recently in these pages.

I am presently building a 1/72 Avro Lancaster for a client and as you all know, the Brit's used a hard edge camouflage on all aircraft (mostly, I do believe). Duplicating this on a model usually meant painting by hand with a brush or just doing a freehand job with the airbrush and letting it go at that. Now there is a better way. After you have primed the model, you must decide when you want to paint the camouflage, before or after application of the under-surface color. Aircraft type and shape will dictate on which way you go with this. On the Lancaster, I opted to paint the camouflage first, then mask it, and then paint the black undersides. Once you have made that decision we are ready to proceed.

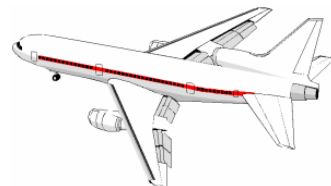
Now, pick out the lightest color of the

two top colors in the camouflage and paint the entire upper surface area where the camouflage is located. Now measure your model's wings and fuselage length and make a note of them. Next find a three view painting that shows the camouflage pattern in all three views (top, right & left side). If this isn't available use a three view drawing instead. Now we go to Kinko's and use any copier that has a capability of increasing or decreasing the original copy in size. If your plans are to the scale of the model you are building, then you can skip this step. Find the size you need and make several copies of each view. It is better to have some extra. We are now ready to proceed with the second color.

If you did not have a plan of the camouflage to Xerox and used only a drawing, take those drawings and draw the camouflage pattern on them using existing photos of the model subject. Trace all camouflage demarcation lines with a brightly colored felt tip pen (Flair pens work good). This gives you a visible reference for our next step. Now, cut out the lighter color pattern (same color you first applied to the model). Taking a hand paper hole punch, punch out a series of holes close to the edge of the pattern leaving about 3/16" between the hole and the edge of the pattern. Put the pattern down with low tack masking tape over the holes you have just punched and wrap the loose ends under the model and secure with tape. You are now ready to paint the second color. You may want to do the model in sections or you can mask the whole model and then paint.

When painting the second color, it is best that you spray the paint on the model at a 90 degree angle to the surface. This will minimize the amount of 'under spray' and thus giving that area a less than hard edge. After spraying, remove the masks and check out all areas. If touch up is needed, apply the 'second' color mask in the appropriate area and do your touch up.

Take your time and plan ahead and this method will bring you excellent results!





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The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Steve Erickson at (763) 521-9948

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

Meetings are held at the Minnesota Air National Guard Museum, a half mile south of Hwys. 55 and 62 on Minnehaha Avenue. Phone (612) 713-2523.

Mail Newsletter material and address changes to the editor.

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