

# The Aero Historian



Volume 35 Number 3

Website: <http://www.aerohistorian.com>

March 2001



### Mustang Contest Winner!!!!

1/72nd Academy Mustang by Steve Jantscher  
Complete results on page 9  
Photo by Jack Mugan



**Fairey Firefly**  
Photo via Dick Phillips

### TCAH This Month

**March 10—TCAH Meeting.** Theme: Resin Models. Bring your resin kits, your kits with resin conversions and the like.

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**March 17—** Business Meeting @ Ken Sallman's house. Maps and further details will be available at the general meeting

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**March 21—** American Wings Air Museum will host a Speakers forum from 7:00 p.m. until 9:00 p.m. The subject will be OV-10 Bronco and the FAC mission. The web address is: <http://www.americanwings.org> and their phone number is 612-786-4146 for more information and directions.

**April 14—TCAH Meeting.** Club Contest. No Theme. Meeting will be at the American Wings Museum in Crystal. See Article on page 3 for details.

### And the Winners Are!

TCAH held it's annual Awards Banquet on Saturday March 3rd. The folks bringing home hardware were as follows:

**Member of the Year:** Brent Theobald

**Newsletter Article of the Year:** George Mellinger

**Historian of the Year:** George Mellinger

**Modeler of the Year:** Frank Cudin

Congrats to all the winners and to all the nominees and keep up the great work!! Thanks also to all the sponsors who contributed to make the banquet a success.

### 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).

### Treasurers Address Change!

Pat Butler's Address has changed for renewals and banquet stuff.  
Pat Butler  
C/O T.C.A.H  
5053 Penn Ave S  
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 & Events of Interest**

*See front page for March Events*

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*April 7—MN Air Guard Speaker Series*  
 30+ Years as an Aerial Gunner B-17, P-61, B-29, and B-52. Don Zupan (8th AF/379th Bomb Group). 7:00 PM @ Fort Snelling History Center Auditorium.

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

Crystal.

*April 21-22—MN Air Guard Museum—Open Cockpit Weekend*  
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*May 12—TCAH meeting.* Theme: Amphibious Aircraft, if it took off from the water, build it.

*May 19-20—MN Air Guard Museum—Open Cockpit Weekend*

*May 19-20—Discover Aviation Days at Anoka County Airport, Blaine, MN*  
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*June 9—TCAH Meeting.* Theme: Black Cross/Red Star, Aircraft of the Eastern Front WWII.

*June 16-17—MN Air Guard Museum—Open Cockpit Weekend*  
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*July 4—IPMS Nationals, Chicago Illinois*

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

*July 28-29—MN Air Guard Museum—Open Cockpit Weekend/ Military Expo*  
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*August 11—TCAH Meeting.* French stuff. We do have to include them occasionally.

*August 25-26—MN Air Guard Museum—Open Cockpit Weekend*  
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*September 8—TCAH Meeting.* 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*  
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*October 13—TCAH Meeting.* WWI Aircraft. Bring your Stringbags.  
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*November 10—TCAH Meeting.* Club Auction. No theme. Club Elections, recounts, re-recounts.  
 \*\*\*

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

Do you have something to include on the club calendar? Please let us know at newsletter@aerohistorian.com!

**From the President**  
*By Steve Erickson*

Well, by the time you read this the banquet will be over. But I want to thank all those that made it happen, especially Pat Butler and yes, even Brent Theobald. These are the guys that kept it alive when interest was low. That's been the great part about being President, I haven't had to do anything yet. Really the club belongs to all of us and its what we make of it. Things seem to be going pretty good right now, that's because I get lots of help. Thanks, now all I need to do is stand up front and be a target. I'll update everyone on the business meeting Saturday, we moved it back so it didn't conflict with the Rochester show. So, my comments and maybe the business notes will miss the cutoff date. TCAH had a good turnout for the Zumbro Valley model show. Rochester is the other IPMS chapter in Minnesota and we wanted to show our support. The boys from Rochester were very gracious. I heard some very nice compliments about TCAH. My thanks to those who went, you made us look good. Our out state contingent, Frank Cuden, took first in the aircraft category with an FJ-4 Fury. Its a little disconcerting when a member (John Higgins) of the "Aero-historians" takes first place in ships with a battleship. He deemed himself when he also placed with his Saratoga, which at least had planes on the deck. It was a nice day out with the guys. We started out with coffee and doughnuts at Mark Copland's. I had John Roll riding shotgun, with Mark and Steve Hustad in back. Jack Mugan and Ken Sallman were following in Ken's van, It must show my real leadership abilities since I led and we got there anyway. Listening to Steve and Mark in the back, I now know more then I'll ever need to know about the new 1/72 scale Rodan Gotha G II. It was hard to keep on eye on Ken in my rear view mirror since Mark kept holding up parts to admire. The Gotha's big even in 1/72. The fuselage or wings easily fill up a rearview mirror, we won't even mention decal sheets. Arriving in Rochester, Mark gave me directions to the show which gave us a scenic tour of the Mayo Clinic and hospital. Luckily, I had Steve with his own map who gave me the proper course corrections. All in all a pleasant day with friends. Hope to see everyone Saturday.

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

Patrick Butler  
 1/48 Mig-3/ICM  
 Johannes Allert  
 1/72 P-51B/Academy  
 1/72 Buffalo/Hasagawa 1/72

Jack Mugan  
 1/72 P-51B/Academy  
 1/48 Do-335/Tamiya

Jon Peterson  
 1/72 P-51B/Academy

John Fuller  
 1/72 P-51B/Academy

Dave Pluth  
 1/72 Spit Mk.I/Tamiya  
 1/72 2 Spit Mk.V/Tamiya

Jim Kaltenhauser  
 1/72 P-51B/Academy

Skip Nelson  
 1/72 Fw-190D/Hasagawa W.I.P.

George Mellinger  
 1/72 B-25J/Italiari  
 1/72 I-16/Revell  
 1/72 SU-26/A Model

Mark Krummrey  
 1/72 F-117 W.I.P.

John Higgins  
 1/72 P-51B/Academy

Gary Chambers  
 1/72 P-51B/Academy

Bernard Kugel  
 1/72 P-51B/Academy

Steve Erickson  
 1/48 P-51B/Tamiya H.F.S.

Joe Grimme  
 1/48 V-1/Tamiya

Steve Jantscher  
 1/72 P-51B/Academy

Mark Doremus  
 1/72 P-51B/Academy

\*W.I.P.- Work In Progress  
 \*H.F.S.- Ham Fisted Scale

**TCAH Memories**

*by Tom Norrbohm TCAH Historian*

In our first installment last month I focused on the origins of the club.

This month I will focus on the various meeting places the club has called 'home' over the years. As you will see the club has moved around a lot before settling down in later years.

DEC. 1966: First club meeting is held at John Moore's house.

JAN. 1967: Under blizzard conditions the 2nd meeting is held at George Mellinger's home.

FEB. 67 - DEC. 68: Through the help of member Tom Weir, the club would call the MANG Base home for the next 23 months. Meetings would be held in buildings 641 and 686.

JAN. - FEB. 1969: The club moves to the St. Louis Park Community Center. This move would start the beginning of 3 different moves for the club in 1969.

MAR. - OCT. 1969: On the move again, this time to the North Central Airlines Training Center on 28th Avenue South.

NOV. 69 - FEB. 71: Bug out Time again! Club pulls up stakes and moves to the St. Paul Science Museum.

MAR. 1971: Here we go again! The Anoka County Library is our home for one month.

APR. 1971: From north to south metro. The club meets at the Bloomington Public Library for one month.

MAY 71 - JUL 75: At last the club finds a more permanent home and settles down at the North Central Airlines Main Building at 34th Ave. So. We will be here for 4+ years.

AUG. 75 - DEC. 84: The time has come to move again. We settle in at the Navy Reserve Base (NARDET) and make use of the cafeteria and auditorium. We will be here for the next 9+ years.

JAN. 1985: Our last move to our new home. The MN Air Guard Museum becomes our latest home and current meeting place. The 15+ years here makes it our longest stay to date. The February 2001 meeting will be our 193rd at this location.

Meetings were generally held on the first or second Saturday of the month and usually at 1:00 or 1:30PM. Our membership roster would be anywhere from a handful to well over 100 members.

Starting next month I will detail specific dates from the club's past and continue to do so every month.

**The Club Contest is Coming!**

*By John Higgins*

The Annual club model contest will be held this year at the April club meeting. The location will be the American Wings Air Museum in Anoka. Maps and directions will be in the April newsletter.

We will be using the same format as last year, which is Master 1/48 and larger, Master 1/72 and smaller, General 1/48 and larger, General 1/72 and smaller, Novice 1/48 and larger, Novice 1/72 and smaller. There will also be a miscellaneous category. Each category will have first, second and third place awards. In addition there will be a best in show award for 1/72 and 1/48 scale. The Bob Nelson memorial award will be given this year to the best Korean War era Aircraft.

The April newsletter will have a detailed breakdown of the categories and rules. One final note, the gate at the airport entrance will open when a car drives up to it slowly, according to the museum website. Hope to see a great turnout in April.

**Request from Terry Love**

Curtiss C-46 Commando - my next book for Squadron/Signal Publication in their "In Action" series will be on the C-46. If anyone has any photographs of the "Commando", I would greatly appreciate it if I could borrow them for potential use in the book

## Meeting Minutes

By Dave Kitchel

TCAH Meeting Minutes: February 10, 2001

Meeting opened with extended discussion of the age of TCAH (35 years).

A \$500 check was presented to Stan of the Air National Guard Museum in recognition of the museum's services and meeting space.

The annual banquet is scheduled for March 19, 2001 at Officers Club, Fort Snelling on Post Road. Cost: \$19 each. Call Pat Butler with reservations.

1/72 P-54 Mustang contest votes were counted by Bob Fiera. Winners: First place - Steve Jantscher. Second place - Jim Kaltenhaser; Third place: Johannes Allert.

It was announced the April club contest would be held April 14 at the American Wings museum, Anoka. Categories: Master, General and Novice.

This contest will feature the Bob Nelson Memorial Award for Korea War vintage aircraft. American Wings Museum is on the web at [www.americanwings.org](http://www.americanwings.org). It was noted that an electric gate has been installed at the entrance to the museum.

Steve Hustad announced the Nordic Con 2001 venue has been moved to the Thunderbird Hotel. Scheduled date: September 15, 2001 — three weeks after Labor Day. (The contest, held labor day weekend in 2000, had a lighter turnout than anticipated.) Award sponsorships are open for between \$30 and \$40; these awards will help boost attendance and entries in the show.

The Aero Historian newsletter is now available on line for downloading. It features color photos, and each copy not mailed saves the club a dollar. Go to [www.aerohistorian.com/newsletter](http://www.aerohistorian.com/newsletter). You can email articles to Dave Pluth at [newsleter@aerohistorian.com](mailto:newsleter@aerohistorian.com).

Twin Cities Aero Historians is now registered with the American Historical Society.

The March business meeting is scheduled at Mark Copeland's house in Lakeville for February 23.

The Zumbro Valley model show held that area's largest annual modeling show February 17. They can be

reached at [www.webspanner.com/users/ipms533/](http://www.webspanner.com/users/ipms533/). Phone: 507-281-4175.

Anne Morrow Lindbergh, widow of Charles Lindberg, died the week of February 10 at age 97.

## Notes from the Treasury

By Patrick Butler

By the time you read this a lot of activity will have occurred for the club at large, and individual members. First off, the Banquet will have seen awards given to those deserving of credit, if not outright deification.

Next is the contest in Rochester which, hopefully, will see some of you lot bring back some lumber. Good on ya!! The business meeting at Mark's house is next, where, on the 23rd he will open up his archives for our prying eyes. Also take note of my new address, 5053 Penn Ave S-Mpls.-55419.

Last, but not least, yours truly will have been to Italy for a well deserved vacation, pictures to follow. Since I am due to depart for the airport soon, absconding with club funds which comes to \$6874.97 (just kidding!) I shall close this report with my usual.

T.T.F.N.

## Business Meeting Notes

By Dave Kitchel

(Notes take by Johannes Allert)

The February TCAH Business meeting was held at the home of Mark Copeland. In attendance were Steve Erickson, Pat Butler, Tom Norrbohm, Jack Mugan, Dave Pluth, John Roll, John Brenier, Dave Gaboy, Johannes Allert and of course, Mark Copeland.

Items for discussion included the following:

\* TCAH Banquet Update- So far 40-45 members have signed up. Individuals were going to volunteer to go down the list and call those who might still be interested, but forgot to sign up.

\* Review of the Model Contest sponsored by the IPMS Rochester Club. Attendance was very good. Everyone enjoyed themselves and are looking forward to going again next year. Also

a head count on those interested in attending the IPMS Des Moines contest was done. For those interested in attending, it will be held on 28 April.

\* A New Twist- Johannes Allert proposed having a contest similar to "OOB Challenge". Members are encouraged to build a F4U Corsair, any scale, any kit with after market accessories if the builder is so inclined.

The model will be judged on its merit starting with the basics such as no seam lines, clean finish, etc..

The contest will be held in December 2001 and the main rule is that \*has to be built this year\*.

\* TCAH Gear- The group discussed having T-Shirts, or sweatshirt, ball caps with the TCAH logo on it. Mark Copeland offered to look into what the cost would be to have a polo/golf shirt made with TCAH logo. To be discussed further at the next meeting once the figures have been gathered.

\* IPMS Nationals Trophy Package - The club voted and agreed to sponsoring a general trophy package for the IPMS National Contest in Chicago. Cost is \$85.

\* Missing Members- Jack Mugan suggested that a list be made of past members who have not renewed their membership, and that perhaps a card be sent out to touch base with them.

The meeting adjourned at 10pm. Our thanks to Mark and Monica for the great food, drinks and hospitality.

## In Next Month's Issue

Next month's issue will include some really great stuff.

As many of the guys who traveled South to Rochester have found out, there is a new modeling club in Minnesota. We'll have a feature article about that new club so you can find out a bit more.

Dick Phillips brings us an article about the Mustang and all the variants of the famous fighter.

As always there will be something Japanese, something Russian, and last but certainly not least, something internet related! See you next month!

## Free Russian SIGnals

By George Mellinger

So? It's a "guy thing". That's one of those things, every guy, we've all done 'em, a really bad idea that you know is really dumb and has got to lead to trouble, but you do it anyway. Like that somewhat aging and slightly neurotic, but very available blonde from accounting at the office Christmas party. You **know** she's gonna be trouble, but... Or the clever and rather rude prank played with the boss's e-mail. Not all guy things, but the best ones, involve sex, alcohol, or cars, or some combination thereof. Power tools and, for middle-aged guys, sports are also right up there. For a really super one, you know the ending even as you start to do it. Like trying to impress that babysitter who looks so much older than almost sixteen by showing her how you can accelerate from zero to sixty in half a block on Lakes Street without either of you spilling your beers. And since you were tagged there for speeding only last week, you just *know* the cop is lurking somewhere else tonight. And as you gun the engine, you have a too-late second thought.

Okay, I just did a *modeling* "guy thing". I decided to build the Amodel KOR-1. So I just finished their Su-26M, and found that model ended up nearly half "green stuff". I knew that Amodel kits tend to be pretty basic, and that the parts fit is hit-or-miss. And this was going to be a biplane - meaning - struts, the bane of modelers in a good kit. And a *float* biplane meaning even more, and worse struts. Hey! No problem. This is a "guy thing". First step is removing the flash. The early to mid-Amodel kits are always major sanding projects. At least once the parts have been cleaned up, the major ones seem to align fairly well. Panel lines on the fuselage are recessed, A bit of body putty along the seams, and it looks passing good. The motor is one of those flat disks with raised details, but the molding is pretty decent, and it won't look too bad in 1/72 with some of the details picked out in aluminum and brass. The motor is one of the parts needing particular work sanding, a lot of sanding, but just a very little at a time, with endless dry fits so that you don't over sand, or sand off

one side irregular and flat. A surprise, the little instrument panel goes in and aligns in the cockpit amongst the best in my experience. Too bad its so simplistic - but then, as it turns out, on a biplane, it won't be seen anyway. Oops! Forgot to clean up the under cowling air intake. Lucky, I noticed before I got the floats in the way. The transparencies pose a particular dilemma. You can do as I did and wait until the very end to attach the pilot's windscreen using very fine, curved surgical tweezers to maneuver and locate the piece underneath the upper wing. Before trying this, give your Prozac a chance to kick in. And make sure you plan ahead and do all the dry fitting and sanding before attaching the wings. Or you could follow the instructions and attach it before doing the wings. But I've learned that doing struts always means the upper wing sliding around, struts going out of place and ending up everywhere with glue on the tips tracking everywhere, including any windcreens. No, I chose right - do the transparency last. The observer's windscreen attaches by a novel method, a small nub which glues into the back of the headboard. It *looks* like something that needs to be cleaned away, but don't. Dry fitting shows its clever and successful purpose.

Now the moment I've been anticipating, the wings. The lower wing attaches reasonably well, though some serious gap filling at the wingroots is needed. Aside from the more obvious cleaning up, you will also need to remove the two little underwing nubs where bombs are supposed to be attached. In a typical example of Slavic planning, bomb attachment is included on the instruction sheet, but the parts are not included in the kit. Seems they were on a separate sprue with the parts for the alternative wheel-gearred Be-2 version. A sprue which was not included in the floatplane kit. No big loss, let this kit be the KOR-1 in its observation guise. No more avoidance, we've got to face the upper wing and tail, and the struts. And another ill-advised Russian innovation, a separate panel that must be glued into the bottom of the upper wing, in the center where the fuselage struts attach. If Fujimi were trying this, it might be a really neat way of aligning and attaching the

center struts and then attaching the main wing piece on top. But then, if Fujimi were doing it, the pieces would be clean, not too thick, and would fit properly. But this was Amodel. Not only does the insert part need a lot of trimming and cleaning up to go into place, it also needs even more sanding on the backside to thin it out and make it lie flush with the wings. More sanding at the back, to adjust for wing contours. Next the struts themselves. Now things gonna get ugly. The struts are crude and overly thick - but then, this is also a fair description of the struts on the original airplane, so all that is needed is considerable cleaning up. The struts also have significant fairings at the end where they meet the wing or fuselage. This may prove some assistance. Now another Russian peculiarity. The fuselage struts, of course, are cambered and particularly with locating pins and those end fairings, the pieces for each side are not interchangeable. But Amodel, so generous with the flash, is stingy with its part numbers and both of these non-interchangeable parts share the number #21. It is the same story with the interplane, tail and float struts. Like all the other parts, struts need considerable cleaning up, with both blade and emery board. In fact, they need so much work, that I finally gave up and left my struts less than perfect. This kit was never going to be a contest entrant anyway. Locating pins need particular work, and also discreet use of blade and drill to enlarge receiving holes. As feared, getting the struts and wings to go together and make a semblance of alignment, meant an afternoon of suffering and pain. Tailplane struts were a similar story though not quite as bad. Never did get them looking really proper, but then, this is not a contest kit. Wing floats seemed to go fairly easily, but the center float needed work. First the two sides and top had a poor fit and needed lots of putty. Then the four struts - but then alignment of struts is a problem we've already explored. The observer's gun looks like a piece of scrap plastic, very crudely done, with virtually no barrel. Well, it is overly crude, but at least as for the barrel, a photo reveals that this was strangely enough correct. Finally, one can complete the simple beaching

(Continued on page 6)

(Continued from page 5)

dolly. Paint of Russian maritime aircraft is a problem. The relatively few photos show an airplane that could have been either metallic or pale gray (AE-9), and the few written references also lead to the conclusion that either or both may have been correct. I chose fs 36495 gray, to which a small amount of blue was added, and said it was good. And after so much other criticism, I was surprised to find that the decals were just superb. As for rigging, I decided to let well enough alone. There are a few ideas that just transcend the "guy thing" - ideas like defeating Britain by opening a second front in Russia, burglarizing the opposition party's campaign headquarters in the Watergate, invading Chechnya in mid-winter with un-basic-trained troops - or trying to do rigging on an Amodel. Some things even a guy won't attempt. So now I finally have my Amodel KOR-1 on the shelf. No, make that C-minus-model. I'll bring it to an upcoming meeting so the rest of you can laugh. But I'll confide something. There could be method in this madness. Do and show a couple more Amodel kits early on, then toward the end of the year a couple of Italeri or Zvezda kits, and the Academy P-39 - and I'll have the "Most Improved Modeler" award in the bag! But right now, I'm starting the Amodel Shavrov Sh-2 sesquiplane flying boat - with, yep you guessed it, lots of struts. An essential aspect the "guy thing" is that you've got to keep repeating the same screw-up.

## Toward the True Tomahawk

By Dennis Strand

I decided to build a 1/48 scale model representative of a machine flown by the American Volunteer Group in China during the early part of World War II. Better known as the "Flying Tigers", their original aircraft were 100 Curtiss Model 81A's. Initially ordered by the British and called Tomahawks, they were similar to U.S. Army P-40B's.

After some thought about the best approach to this project, I narrowed it down to four options:

1). The *Hobbycraft P40B/C* straight out of the box. This kit has received criticism about the wing mounting position being too high on the fuselage at the

leading edge.

2). Correct the *Hobbycraft P40* kit in accordance with the article found on the internet at "hyperscale.com".

3). The *Monogram* kit straight out of the box. This kit is reported as accurate but is older and has raised panel lines.

4). Modify a *Hobbycraft P-36* kit by using an after-market conversion set from *Tom's Modelworks*. This is listed in *Roll Models 2000* catalog #1 as *TMW 004*. The set includes a resin nose section and spinner allowing an early *P-40* to be constructed by grafting the resin nose to a *Hobbycraft P-36* fuselage.

I selected option #4, convincing myself that this would result in the most accurate model with the least work, or so I thought.

I studied the instruction sheet from the conversion set and began by cutting off the front of the P-36 fuselage and trimming the rear of the resin part as illustrated. Further study indicated that the window shape aft of the cockpit, the tail wheel arrangement, as well as the main landing gear doors also needed modification.

The decision was made to utilize an additional kit, as these areas are correct in the *Hobbycraft P-40B/Tomahawk* kits. It would also supply the wing, prop and exhaust stacks. I cut rectangular sections from behind the cockpit and on panel lines fore and aft of the tail wheel from the P-40 and corresponding sections from the P-36. I also removed a section around the forward cockpit in order to accommodate a windscreen from the *Falcon* canopy set #32. After grinding down the detail on the interior side walls to accept a resin cockpit set from *Tek-nics*, I became somewhat concerned, as there was precious little remaining of the P-36 fuselage!

Trends were about to reverse, however, as assembly began. The cockpit side panels were painted and installed. The rear cockpit & tail wheel replacement pieces were fitted to the P-36 fuselage halves, filled and sanded. Then, the halves were joined with tube cement. The nose section was given a prop shaft of brass rod and the exhaust stack recesses were deepened for a better fit of the P40 exhaust pieces.

The nose was epoxied into position and everything appeared to line up quite well. It was beginning to take the shape of a "Tiger Shark".

The remainder of the resin cockpit was installed from below and the P-40 wing was dry fitted. Some material aft of the radiator cooling flaps on the resin nose needed to be removed in order for the one piece lower wing to be installed. Also, the peaked areas on either side of the ventral fairing on the wing needed to be removed. These actions combined to result in a void aft of those cooling flaps on the underside of the fuselage. The empty space was filled with scrap plastic and Milliput, being given a general shape with a wet finger. This area was left to dry, then sanded, filed and shaped until a compromise was reached between total accuracy and my tolerance level for this type of activity.

The rest of the construction went ahead as usual. Gaps were filled, smoothed and the airframe was primed. Any seams or cracks were attended to and panel lines touched up with a scribe. P-36 and P-40 parts were added as necessary. Scratch built cooling flaps were added and the rear cockpit P-40 window frames needed to be corrected by sanding off, polishing and repositioning using painted decal strips. The model was finished in the colors and markings of Robert Neale, leader of the first squadron of the AVG in early 1942. Decals were from Aeromaster special sheet SP48-07.

I am pleased with the results of this project and believe it to be marked improvement over the stock *Hobbycraft "AVG Tiger Shark"* kit. However, if I build another early P-40 in this scale, I am going to take a second look at the old *Monogram* stand by.

## Do you know?

By Wally Foreman

What other WW II American planes beside the B-25 sported a 75 mm cannon?

Check out page 11 for the answer!



## Ebay Primer Part I

By Dave Pluth

So you've heard a bunch of stuff about Ebay. You've heard about all the great deals that you can get there and about the hoards of money you can make selling stuff there and now you want to give it a shot. Hopefully this series will help you a bit and help you decide if this is really for you. Part one will be dedicated to an introduction to Ebay and about buying on Ebay. Part two will talk about some of the finer points of bidding and finding the items that you want. Parts three and four will be on selling your items on Ebay and how to make that boatload of money that you've heard about.

First off, what exactly is Ebay? Ebay ([www.ebay.com](http://www.ebay.com)) is an online (internet based) auction center where people can list items to be sold and others can bid on them over the course of 3-10 days. The person placing the highest bid gets the item. The sale is a contract between the bidder and the seller. After the auction, the seller will contact the high bidder (in most cases) and give them the information about where and how to send your money. Sounds simple right? For the most part it is.

What can you get on Ebay? The simple answer is just about anything. That is anything short of body parts, pets and drugs. If you have an interest in aviation art, model kits, books or old magazines, you've found the right place. Basically there is little that won't show up on Ebay at some point in time. For instance, if you wanted to find plastic models of aircraft, you'd look under Toys & Hobbies: Hobbies: Models: Military: Air and a listing of kit and related items would come up.

Now you've found a kit that you wanted and you're about ready to bid. How do you tell who to trust when buying? Basically, the rule is trust no one! Before bidding always check a seller's "Feedback". This is located next to the seller's name and is a number. What feedback includes is comments from other Ebayers that have had dealings with the person that is selling. If there are several negative comments, stay away from this seller! They have gotten all those negatives for a reason. Also, you may want to be careful of people with very low feedback numbers (say 20 or less) as they

don't really have a proven track record as of yet.

Now, before you bid, think about the real total price for the model, not just your bid. Here's some gotchas that folks don't think about when bidding.

Check the types of payments the seller accepts. This can add to your final cost. If you have to make a trip to the post office and get a postal money order, it costs you both time and \$0.75 to get it. There are also services such as Paypal which allow you to use a credit card to pay for things. Paypal is an independent third party that simply takes your credit card and sends the cash to the seller in a guaranteed fashion. There are several of these types of services, all of which have their advantages. There are also sellers that accept checks, which works out about the best.

One of the biggest hidden expenses is shipping. Some sellers are very good about listing a shipping price for an item. Many sellers will offer discounts on shipping for multiple purchases. These are both great benefits for you as a buyer. Add this cost into the final price of an item before you bid. Really watch out for people who gouge you on shipping costs. I had a fellow try to charge me \$11.25 for shipping four magazines a few months back, this included shipping and "handling" charges. If a shipping cost is not listed, write the seller before the end of the auction and ask the cost. If you buy a kit for \$6 and add \$5 shipping for a kit that is \$9 at the local hobby shop, you really haven't saved anything.

One final item when deciding to bid on an item is the "Reserve Price". This is a price set by the seller that has to be reached before the seller must sell the item. Why do sellers do this? There are a couple of reasons. On very expensive items the amount of money that Ebay takes as a commission (we'll cover this in the segment on selling) is based on the total price that the item is sold for. The higher the price, the more money out of the seller's pocket that goes to Ebay. Some sellers set the reserve so high that no one will reach it. They then save the commission by offering it to the high bidder in a bit of a side deal that will save them paying the commission. It's pretty sleazy and it's also against the

rules on Ebay. But it happens often. The other reason for having a reserve price over listing an item at a certain price is that it encourages bidding. Getting a bidding war rolling during an auction is a way to push the price over the reserve in a hurry.

So why should you bother with Ebay? Well, that answer is simple. You can get anything there. If there is a rare kit, print or book, you will most likely see it on Ebay at some point in time. I've picked up several hard to find kits at very good prices. I've also found some deals on more expensive items.

Here's my four best tips for buying on Ebay.

- 1) Don't get caught up in the bidding. That old competitiveness will really work against you when you are bidding on Ebay. Put your bid in and stick to it, don't get angry when you get outbid and do something you WILL regret later. Decide the value of the item early and place that as your maximum bid.
- 2) Check the entire list before bidding. Often there will be 3 or 4 of whatever you are looking to bid on available. Check them all out and their prices before bidding on any one of the them.
- 3) Think about the total price that you are really bidding. Include the cost of the money order, the shipping and the item to see if you are really getting a good deal.
- 4) If you lose the bid, be patient, the item will show up again, probably at a lower price. We'll talk more about this later as well.

Next month, we'll talk further about buying items on Ebay. How to find items, prices and pricing trends and many other dirty little secrets of Ebay. If you have questions or comments regarding this article, you can send them to: [dpluth@j-aircraft.com](mailto:dpluth@j-aircraft.com).



## Modeling Water

By John Higgins

Many of you know that I enjoy building ship models as well as aircraft. Some of my waterline models I've mounted on a base which looks like water and I've been asked by a few people how it's done.

I use aluminum foil to simulate the textured surface of the water and paint it with glossy "dark sea blue". It's simple and the part I like best is that it's cheap!

I start with a wood base, after staining and varnishing it, I mask the sides to keep the glue I'll use from slopping down onto the sides of the base. Next I pull-out a length of aluminum foil, long enough to cover the base with a couple of inches left over. Carefully wrinkle the foil by crushing it and pulling it straight again. Do this slowly and gently because the foil will rip easily.

If it does just throw it away and tear off another piece of foil. Once the foil is straightened out, place it over the base and run your finger around the foil where the edge of the base is. This will imprint the shape of the base in the foil and you'll know where to apply the glue. I use contact cement (which is available at Menards and lots of other places). Follow the instructions on the can or bottle and make sure you have plenty of ventilation, this stuff is pretty strong. Apply the contact cement to the bottom surface of the foil and the top surface of the base and allow it to "setup".

Carefully place the foil onto the base. The cement at this point is quite aggressive and the foil will rip if you try to reposition it. After the foil is on, trim the excess from around the sides with an Exacto knife. You can remove the masking tape from the sides at this time also.

I paint the water surface with glossy "Dark Sea Blue". I've tried a couple of brands of paint and Floquil works best for me. I add a coat of Future floor wax after the paint dries. 5 Minute Epoxy works best for attaching the hull to the water surface. If you are mounting a float plane or amphibian, you'll need to cut the bottom from the floats or hull. I use glossy white to paint the wake, sometimes mixing a little blue or green with it for the center of the wake.

## Product Review

### E-Z Masks

by Tom Norrbohm

E-Z Masks were created by Chris Loney of Canada, and I have just recently had the opportunity to use them for the first time. What you get is a sheet of self-adhesive pre-cut vinyl canopy masks for a particular model kit of an airplane. In my case the Hasegawa SBD-3 Dauntless in 1/48th scale. With a sharp hobby knife and a fine tweezers, you remove the pre-cut vinyl section and put in the appropriate place on the canopy. These sections cover up the clear areas of the canopy leaving the framework exposed for painting. These are opposite of Fast Frames by Squadron in which you paint the frames and apply them to the canopy. Of the two methods, E-Z Masks are by far the easiest to use. You can use soapy water to help in application (I did not need to use this method). You also have plenty of scrap material to help in some problem areas that you may encounter. Removal of these sections is no more difficult than scotch tape and will not tear as easily.

Depending on the aircraft, you will get one or two sets of masks. The SBD has only one set, a P-40B will have two sets. At this time 1/48th masks are the only ones available and range in price of \$4.00 to \$5.00 with \$4.00 the most common. These masks are currently carried by Roll Models. I highly recommend these masks!

## Airline Chatter

By Terry Love

Northwest Airlines will hire 451 pilots in the year 2001. This will be the most pilots ever hired in one year by NWA. As of December 31, 2000, Northwest had 6,433 pilots. In the past, Northwest Airlines hired the following pilots:

1997 - 355

1998 - 424

1999 - 391

2000 - 350

Northwest Airlines had a load factor for the year 2000 of 77. Northwest took delivery of 18 new aircraft in the year 2000.

The average fuel burn of all of NWA's aircraft is 1420 gallons per flight hour flown per aircraft.

The Concorde was grounded last

year after the crash near Paris. It is now being "test" flown and should be back in service late this Spring. The Concorde has been in commercial service since 1969.

SkyWest Airlines of Utah ordered 35 new Bombardier 50-seat CRJ-200s and an option for 29 more. Total cost is \$1.5 Billion. Small commuter-type airlines are not small anymore!

Federal Express ordered 10 new Airbus A-380 jumbo freighters. Deliveries begin in 2008.

Legend Airlines filed for bankruptcy. The Dallas-based airline however will start back up after an infusion of some \$20 million.

Northwest Airlines earned \$296 million for the year 2000. NWA earned \$31 million in the fourth quarter after a \$125 million down payment for the next huge \$5 Billion aircraft order.

Northwest Airlines ordered about \$5 Billion worth of new airliners. That is the largest order in the history of NWA. To replace the older DC-10s, Northwest ordered 24 Airbus A-330s from Airbus Industries. They cost about \$135 million each. Deliveries of the A-330s begin in 2003 and continue through 2006. The A-330 will be used on the trans-Atlantic market operations.

The A-330-300s will be configured with 302 seats. It will provide NWA up to 30% in fuel savings over the DC-10s they will replace. The Airbus A-330-300s will be powered by Pratt & Whitney PW4168A engines.

Also ordered from Airbus Industries were six more Airbus A-319s for domestic use.

From Boeing, NWA ordered two more Boeing 747-400s that will be used in the Pacific area of operations. Also from Boeing, NWA ordered 20 Boeing 757-300s, stretched versions of the Boeing 757-200s that NWA has 48 of already. These B-757-300s will begin to replace DC-10s used on the domestic US flights. Deliveries begin in 2002 and continue through 2004.

NWA will start to retire their DC-10-40s starting in 2002 and be complete by 2004. All Boeing 727's will be gone by the end of next year.





**Contest Results**  
**Second TCAH OOB Contest**

*by Steve Jantscher*

Last month we held the second TCAH out of the box contest and it was a fairly good and successful turnout. We sold sixteen kits, underwriting about a dollar of the cost of each. We ended up with a contest day turn out of ten completed models of the Academy 1/72nd scale Mustang P-51Bs, plus a partially completed eleventh.

The judging was by popular vote of all those in attendance. From the ten models present, three winners were chosen. Bob Ferreira and Pat Butler were the contest officials as I had a plane in the contest, and wanted to recuse myself from the counting of votes. I'm glad I did too, as the voting at one time was going to lead to a tie. But as the final votes trickled in, with just a separation of a few votes total, the results were announced by Pat Butler.

Yours truly, Steve Jantscher with a CBI theater sharkmouth P-51B came in first, followed in second place by Jim Kaltenhauser's "Rebel Queen", a bazooka equipped fighter and Johannes Allert pulled in third place with a beautiful RAF Mk III Mustang. The award's certificates were purchased from Roll Models with club funds, and presented to the winners after their names were called.

While it is true that I'm glad now that I didn't count the votes, the possibility of me winning hasn't been my reasoning behind this contest. It's rather to act as an impetus to others, perhaps not regular contest players, to get back into the plastic and have some fun. We are after all a model club, too. I hope these contests continue, and through good natured competitive model building, we "build" a fellowship within this club.

I'd like to thank all those who participated as well as those who supported these contests with their club membership.

**Dispelling the Myths Part II**

*By Dave Pluth*

After last month's article, I got several additional questions from folks and I thought I'd take this month to answer them.

Q1. Was there a Yellow Val at Pearl Harbor?

A1. Well, maybe. While there is no evidence of a yellow Val at Pearl, there is always a possibility, no matter how slight it may be. In all the reading about the aircraft from Pearl that I've done, I have not yet found any references to a brightly colored Val (other than the standard sources which keep quoting each other). SAM magazine a few months back once again brought this topic up again. I wrote to Peter Scott, the author of the article, about his sources. Here's his reply.

"In the caption for the yellow Val in SAM, I wrote that "It was stated in several eye-witness reports that there was a yellow Val over Pearl Harbor", although I also stated that the photos of Takahashi's aircraft in my possession, being monochrome, could not confirm it actually being yellow, which is why I offered two potential colour schemes.

The only record of yellow aircraft that I can now find is in "The Attack on Pearl Harbor - an illustrated history" by Larry Kimmett and Margaret Regis, published by Navigator Publishing of Seattle in 1991, ISBN 1-879932-00 8.

This book quotes Lt. Cdr. S.S. Isquith of the U.S.S. Utah as saying "the air was filled with planes clearly distinguished as yellow with brilliant red Rising Sun insignia on the fuselage and red wing tips". I realize that a survivor from "Utah" would have been under some considerable stress, but what is the point of making a statement like that if he didn't honestly believe it to be true?"

Peter is a well respected researcher and author. I believe he was presenting the possibility that it could have existed and would be an interesting topic for the modeler.

Would I believe that these existed, no. Eyewitness accounts are the least reliable source of information that there is. I liken it to asking my Dad about his B-17 flight to Sidney during the war. I asked all the pertinent questions about color, the aircraft etc. His only memory of the flight was that it was "very cold".

Q2. What about the Gold Claudes (Mitsubishi A5M)?

A2. This is an issue that has been hotly debated for many years among researchers and historians alike. The only evidence that I've seen of the existence of a Gold Claude is a very yellowed color photo that has been going around. The photo is in pretty bad shape and in my mind is inconclusive with regards to the issue. The main story behind the Gold Claudes has always been eyewitness accounts and stories. Are the accounts reliable? Maybe. It's entirely plausible that a sealant needed to be used to protect the airframe from the salt air. However, there have been no reports of this being done on any other aircraft that was produced at the time. So, should you build that Claude with a gold tint? Sure! Who can prove you wrong?

As always, you can drop me an email with any questions you may like included in this column. You can reach me at [dpluth@j-aircraft.com](mailto:dpluth@j-aircraft.com).

**We Need Your Help!**

*From the Editors*

So, have you enjoyed the last two newsletters? Would you like to see a larger newsletter continue? Well, it won't happen without your help.

Now you're asking, "how can I help?"

We're looking for folks to write occasionally. These things would include: Articles, Kit Reviews or Book Reviews.

We're also looking for a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

If you're interested in helping out, drop us a line at [dpluth@j-aircraft.com](mailto:dpluth@j-aircraft.com).



## X-15 : The NASA Mission Reports

Compiled from the archives and edited by Robert Godwin

*A book review by Steve Jantscher*

Let me begin this review by saying that it's not often that I get "blown away" by a book. That comes from seeing an awful lot of good books and buying more than my fair share of them. But this book did that to me. To understand why, you have to know that I have always loved the looks and mysterious "edge of the flying envelope" that the X-15 represented. I have both the very detailed and photo abundant Aerofax Datagraph #2 North American X-15 / X-15A-2 by Guenther, Miller and Panopolis as well as At the Edge of Space : The X-15 Flight Program by X-15 test pilot Milton Thompson. When I started to notice some "buzz" on RMS (rec.models.scale newsgroup) about this book, I placed an order for it from Amazon.com.

This book is an amalgamation (as the title might indicate) of North American Aviation, NASA and Air Force documents and reports. There is no coherent structure or storyline to the layout of the book except a partial attempt to maintain some chronological order. If you want a narrative history of the X-15 flight program, read the Thompson book. This book is rather like a grab-bag of goodies. Hundreds of black and white drawings, diagrams and photographs cover every conceivable aircraft system and development history milestone. Reproduced are the Interim Flight, Utility Flight and Pilot

Rescue manuals, pilot biographies, a USAF / Wright-Patt. development history, 20 biannual reports to congress, North American's proposal to develop the X-15 and a full flight log recap of each mission flown. To cap it off, the editor includes some contractor advertisements at the end of the book.

This by itself is well worth the price of the book. Many detailed photos and diagrams will greatly aid the modeler, while those interested in the history and engineering of the X-15 development and flight program will revel in reading the original documents and flight reports.

Oh, did I forget to mention that along with the book, one also gets a CD-ROM with hundreds of X-15 program color and black and white photos, hours of rare video and the complete documentation (multiple pages per flight) of every X-15 flight. This is what really blew my socks off, and I believe is the way of aeropline books of the future. I'm a Macintosh guy, so I was a bit worried to see that the enclosed disc required windows to run. Well, that ain't necessarily so. I plopped it in, clicked a couple of icons and found myself watching silent 16mm color films of Scott Crossfield's first flight in the upengined X-15. I've just started to explore the disc contents, but what little I've seen pushes this offering into outer space.

If you're like me and love the X15, you need to go out and buy this book. Then go out and buy a computer (if you don't have one) to play the disc. If you're interested in other NASA projects, this book is just one of many titles in the NASA Mission series of books (various Apollo, Gemini and Mercury missions as well as a "Mars" title), all offering CD-ROMs too. Softcover, 408pp, CD-ROM incld.2000, Apogee Books list price \$21.95.

### John's List of New Stuff

*By John Roll*

So, what's new? I can't count the number of times I hear that on the telephone! Well, here's a list of a few things that may whet your appetite. These cool new kits and decals and detail sets books and other things are available from Roll Models as well as many of the fine traditional model

shops in the greater Twin Cities area. So, here we go:

One of the most anticipated kits is the just-released Trumpeter A-10 Warthog in 1/32 scale. It comes in both single-seat and two-seat versions. I know that many of you have been a bit nervous about the potential quality level of these kits. While they are not quite Tamigawa quality, they are VERY, VERY good! I believe that Jack Mugan will have some insights into how well this kit goes together by the meeting.

Just preceding the A-10 is Trumpeter's 1/72 (real-man's scale) Tu-16 Badger. This is a very nice BIG kit with great detail. It has engraved panel lines that look nice if just a bit deeper than Hasegawa. Seeing as how many of the engineer's who designed this kit were named 'Fritz' rather than 'Ivan', I had to have one for my personal collection too!

From The Ukraine comes one of the most anticipated WWI kits in a great while. Roden's 1/72 Gotha G.II/III. The small parts on this thing are wonderful! While there are a couple of nits to pick on the accuracy (who's gonna know???) none other than our own Steve Hustad say's 'it's recommended'. By the time you read this, the Roll Models website should have Steve's in-box review of this baby.

From our friends in Moscow, Moskit has some newly released exhaust sets -- in 1/48 (God's scale) we have: Kawasaki M1K 'Kyofu' Short Kawasaki M1K 'Kyofu' Long Yakovlev Yak-1/Yak-7 (early) Spitfire Mk. V/VI/VII Hurricane Mk. II & IV Defiant/Battle FW 190A-0 to A-4/F-1/G-1/ FW 190A-5 to 9/F-2 to 9/G-2 to 9

Moskit has continued their innovation with some machine gun blast tubes in 1/48 scale. I haven't had a chance to look at these things yet but their subjects are:

7.72mm ShKAS for Yak-1/7A

7.72mm ShKAS fdor Yak-1b/3/LAGG

Last from Moskit in 1/32 scale is a set for the venerable Revell F4U-1 Corsair

Italeri have been busy lately releasing a huge 1/48 C-130 in AC-130U Gunship guise. As Texas Terry would say: "There's a lotta plastic". In 1/72 scale, they have a USN HH-60H Seahawk. In 1/32 scale, they have re-

*(Continued on page 11)*

(Continued from page 10)

leased the F-117. As usual with Italeri, many of these molds have been shared over the last several years with other companies. Also in 1/72 scale they have:

- F-14A Bombrat
- F-16A/B NATO Falcon
- BAe Hawk Mk. 100
- Su-37 Berkut
- Boeing X-32 JSF
- F-22 Raptor Fighter
- Lockheed X-35 JSF

New from Eagle Editions is their 26th decal sheet available in both 1/48 and 1/72. The subject is the favorite late BF 109s. This decal covers many of the birds in Eagle Editions' soon to arrive 3rd monograph on Augsburg's Last Eagles. Also new from Eagle is the second volume in the Eagles Illustrated line. The subject this time being Allies in the Pacific.

New on the 1/48 resin details front from Aires:

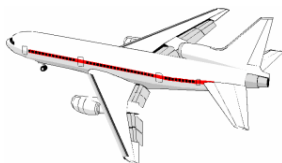
- Hawker Hunter Wheel Bay
- F4F-4 Gun Bay
- F-104C/J Starfighter Cockpit
- Do 335A Cockpit
- Lockheed C2 Seats (early F-104)
- Do 335 Wheel Bay
- Bf 110G-4 Details

A newly expanded line that we are carrying is R.V. Resins from the Czech Republic. This is run by a very fine gentleman by the name of Radek Vavrina -- hence "R.V." Radek is a Focke-Wulf FW 190 fanatic and it shows. The latest releases are FW 190 Conversions:

- Ta 152 Jumo 222
- FW 190 D-9 - Ta 152 tail 'Brown 4'
- FW 190 A-5/U14 + torpedo LTF 5b
- And a full resin kit: Focke Wulf Ta 152C-0 (V7)

While all of these are in 1/48 scale, they also have some subjects in 1/72. Unfortunately, Roll Models can't carry all of them but (for me as much as anyone!) I've decided to carry their full resin Focke-Wulf FW 190D-13 in 1/72 scale.

Well, that's it for now -- or at least all that I will write about. Happy Modeling!



## Cosair Contest

By Johannes Allert

Well to add a new twist to things. I would like to propose yet another contest to add to the mix. As with the OOB Contest, this would encourage those modeling members to build something that they probably already have in their inventory. In deciding what to build, I think back to when Steve Macy & Dave Pluth became members of the club. One of their favorite aircraft was the F4U Corsair. This is an aircraft which "soldier on" for almost 20 years. Many variants were made and many countries flew them, thus giving the modeler plenty of options. With that in mind, I encourage the modeling public to start building the Corsair of their choice using any and all after market accessories that they probably have one (more likely two or three!) of, although it is \*not\* mandatory that they use after market. The important thing here is to build it and concentrate on the basics.

There will be a 1st, 2nd and 3rd place award in both categories. 1/50 and larger as well as 1/72 and smaller. There will also be a "People's Choice Award" for large and small categories.

This contest will take place at the December Meeting so that gives you plenty of time to start breaking sprue! If this is successful, other similar contests will follow. Ken Hornby has already agreed to do the next one which would focus on the Spitfire variants. What are you waiting for?!

## In Future Issues...

### 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 Terry Love

The first two chapters of his upcoming book!!!

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.

### From You

Your article here!!!!

\* - Scheduled for next month

## Do you know—The Answer!

By Wally Foreman

The answer is (from page 6):



Beech XA-38  
75mm cannon—20 rounds



Grumman XTB2F-1, 75mm cannon—6 rounds 10—.50 machine guns

## Oddities

By Jim Kaltenhauser

The P43 Lancer. On May 12 1939, the US Army put in an order with the newly named company Republic (formerly Seversky) for 13 service-test YP-43. The P-43 was essentially a stop gap until testing on the Republic P-47 was completed. The original 13 YP-43s were followed up with 54 production P43s with R-1830-47 engines followed by 80 P43A's with the R-1830-49 engines. In addition to these aircrafts an additional 125 P43A-1 were produced with the R-1830-57 engine.

Out of the 272 airframes 150 were converted into the P-43B standards in the reconnaissance role. Two aircraft were converted into P-43C's also used as reconnaissance. Now one would think that a plane with this usefulness, would had seen some type of combat with US forces, but the only combat this little plane would seen is the 180 that were sent over to the Chinese Nationalist who at this time were going up against the Japanese. Thanks to Pavla us 1/72 modelers can now enjoy this fun plane, like the 1/48 scale folks were able to do with the Hobby Craft Kit. The kit has a resin engine and wheels and looks very sharp completed. For those of you interested, in this little cutie the kit can be purchased though Roll models number PAV7206.





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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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