

# The Aero Historian



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April 2001



Dennis Strand's Widgeon Photo by Jack Mugan



YF-93A. Originally the F-86c one of only 2 built. January 1950.  
Photo by Dick Phillips.

## TCAH This Month

**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 at the American Wings Museum in Crystal. Contest registration opens at 11:30 and ENDS at 1:00 pm. Meeting starts at 1:30. See page 5 for rules and directions.

**April 21—TCAH Business Meeting** at Johannes Allert's House. Time to be announced at the next meeting.

**April 21-22—MN Air Guard Museum—Open Cockpit Weekend**

## Do you know?

By Wally Foreman

DO YOU KNOW that not all Bf 109 tails were the same?



Production scheme for tails of Bf 109s.

### Reminder Toy Soldier Flea Market April 28, 2001

The event will take place at the Chaska Community Center, 1661 Park Ridge Drive, Chaska, MN 55318.  
From 10am to 4pm.  
Contact Noel Allard for further details.

### Meeting Times for April!

Contest Setup (need volunteers): 11:00  
Contest Registration: 11:30  
Contest Registration Ends: 1:00  
Judging Begins (need Volunteers): 1:00  
Meeting Time: 1:30  
Call John Higgins at 952-894-5711 or E mail: [Jetranger15@cs.com](mailto:Jetranger15@cs.com).

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/>



Vee tail attempted experimentally but never put into production.

<p><b>TCAH Officers</b>  <b>President</b>, Steve Erickson  763-521-9948  Serickson@mbcgroup.net  <b>Vice-President</b>, Bob Ferreira  952-941-3431  <b>Secretary</b>, Dave Kitchel  952-423-2065  <b>Treasurer</b>, Pat Butler  612-866-8963  <b>Historian</b>, Tom Norrbohm  952-881-5763  <b>IPMS Contact</b>, Jack Mugan</p>	<p><b>June 9—TCAH Meeting.</b> Theme: Black Cross/Red Star, Aircraft of the Eastern Front WWII.</p> <p><b>June 16-17—MN Air Guard Museum—Open Cockpit Weekend</b>  ***</p> <p><b>July 4—IPMS Nationals, Chicago Illinois</b></p> <p><b>July 14—TCAH Meeting.</b> Theme: Nightfighters, early onboard radar fighter interceptors.</p>	<p>Don't call me for directions, I'm following the map. Those of you at the March meeting could probably tell I had a cold from my voice. Well it got worse. So I changed the business meeting from 3-16 to 3-23 at my house so the notes might not make it in time for the news letter. We did however discuss the banquet. I am proud of how the club and its members dealt with the situation. We decided that members who were dissatisfied or inconvenienced can contact Pat Butler for a refund.</p> <p>Not much new on the airplane world, except strike talk. Both George's P-39 Aces from Osprey and Terry's book on Recon Aircraft are supposed to be out soon, In the publishing world an April date means sometime after that. So set your compasses due north, and remember to leave early so you have time to look around before the meeting.</p> <p>See you at the contest.</p>
<p><b>Newsletter Info</b>  Article Submission Deadline: 22nd of each month.</p> <p><b>Editors</b>  <b>Dave Pluth</b> (dpluth@j-aircraft.com)  112368 Eitel Circle  Chaska, MN 55318  H:952-448-4795  Fax: 952-448-9510</p> <p><b>Johannes Allert</b> (norway_331@yahoo.com)  19380 Swallow St. NW  Oak Grove, MN 55011  H:763-213-0370</p> <p><b>Distribution Editor</b>  <b>Jim Kaltenhauser</b>  (Kaltenhauser@yahoo.com)  8219 Emerson Ave. S.  Bloomington, MN 55420  H:952-346-8460</p> <p><b>Send articles to:</b>  Via E-mail: newsletter@aerohistorian.com  Via Snail-mail:  Dave Pluth  Atten: TCAH Newsletter  112368 Eitel Circle  Chaska, MN 55318  Fax: 952-448-4795</p>	<p><b>July 28-29—MN Air Guard Museum—Open Cockpit Weekend/ Military Expo</b>  ***</p> <p><b>August 11—TCAH Meeting.</b> French stuff. We do have to include them occasionally.</p> <p><b>August 25-26—MN Air Guard Museum—Open Cockpit Weekend</b>  ***</p> <p><b>September 8— TCAH Meeting.</b> Record breaking aircraft, height, speed, distance, payload, etc.  <b>September 8—Wheels and Wings</b> (tentative), Zenith Book Sale!!  <b>September 15—Nordicon III</b> at the Thunderbird Hotel  ***</p> <p><b>October 13—TCAH Meeting.</b> WWI Aircraft. Bring your Stringbags.  ***</p> <p><b>November 10—TCAH Meeting.</b> Club Auction. No theme. Club Elections, recounts, re-recounts.  ***</p> <p><b>December 8—TCAH Meeting.</b> Early Jets. Heinkle, Whittle, Bell, Yak, proto-types or production.</p>	<p><b>Notes from the Treasury</b>  <i>By Patrick Butler</i></p> <p>Well, the fact that Brent and I had a 20 minute conversation last night means you didn't lynch us for screwing up the banquet. Although the best laid plans went awry, we sincerely hope that everyone who attended had as entertaining a night as possible. Congratulations to all those whose achievements we recognized, especially George, who walked away with TWO!!!!</p> <p>As this issue is put together, three of our club members will have gone to the contest in Kansas City. Let's hope for their success and look forward to an entertaining report. Speaking of reports, my trip to Italy was one of the best vacations I've ever had. The food was fantastic. The art and architecture was phenomenal. The vistas along the Apennines between Bologna and Florence were breathtaking. And the walking scenery was stunning. If anyone is interested in seeing pictures, just let me know.</p> <p>At the next meeting, I will have a breakdown of expenses for the banquet if there are any questions. As of 3/22, we have \$5,893.60 in the bank which is just enough to send yours truly to..... hummmm?? where do I want to go next? REMEMBER club contest this month!! T.T.F.N.</p>
<p><b>TCAH Calendar &amp; Events of Interest</b></p> <p><i>See front page for April Events</i></p> <p>***</p> <p><b>May 12—TCAH meeting.</b> Theme: Amphibious Aircraft, if it took off from the water, build it.</p> <p><b>May 19-20—MN Air Guard Museum—Open Cockpit Weekend</b></p> <p><b>May 19-20—Discover Aviation Days at Anoka County Airport, Blaine, MN</b>  ***</p>	<p><b>From the President</b>  <i>By Steve Erickson</i></p> <p>Remember the Alamo, remember the Maine we all remember these sayings. Well, remember the Anoka Co. Airport or remember the American Wings Museum doesn't have the same ring. But do remember this is our yearly field trip. Mr Higgins has arranged for the meeting to be up north this month. Hey! Frank and Stan pack lunches and leave early its a longer drive than usual. Remember to bring a mode 1, (Cindy Crawford would do). Its time for the TCAH spring contest. The rules and a map should be in this newsletter.</p>	

## On the Table - March Theme: Resin/Aftermarket

Frank Cuden  
1/48 FJ-4B Fury  
1/144 KC-97L  
1/72 Academy U-2D

Skip Nelson  
1/72 Hasagawa FW-190A-4  
1/72 Denko 2X Lagg-3's

Mark Doremus  
1/177 USS Gato Submarine

Dennis Strand  
1/48 J4F Widgeon

John Eian  
1/48 F-86H

Steve Jantscher  
1/72 Hasagawa AD-6 Skyraider

Ken Jensen  
1/20(?) Lockheed Orion

Jim Kaltenhauser  
1/72 Hasagawa Rex  
1/72 Pavla P-43 Lancer  
1/72 Academy P-40M

Steve Erickson  
1/48 Tamiya Mustang Mk I

Bernie Kugel  
1/72 He-162  
1/72 He-119

Roger Graulty  
1/48 M-3 Lee Interior

John Bernier  
1/48 Tamiya Me-109 E-1  
120 mm Roman Standard Bearer figure

## TCAH Memories

*by Tom Norrbohm TCAH Historian*

APRIL 1987: President Bob Steinbrunn in his 'Prez Sez' column talks about the need for more involvement by the club members in regards to getting more articles to the editor and modelers labeling their display models for proper credit in the newsletter (sound familiar!). At this time, the club raffle was a small affair and we were lucky to raise a few dollars. Thanks to Hobby Depot,

multiple kits were donated and raffle income increased to a whopping \$39.25. General Schwab gave a letter of thanks to the club for the club donation of \$100 to the ANG Museum (last month the club donated \$500). He also asked a \$.50 (donation be made for coffee and donuts. According to the IPMS Region 5 Director, the club newsletter is one of the best he has seen. Co-editors Bob Lemm and Ed Kueppers are thanked for their efforts. We had a guest speaker that month by the name of Jack Elstad who flew P-38's in WWII and was presented a print by Bob Lemm. Twenty four models were on display and 55 members attended the meeting. Club officers are: President- Bob Steinbrunn; Vice President- Dave Prettyman; Secretary- Randy Koivisto; Treasurer- Ken Jensen; Co-Editors- Ed Kueppers & Bob Lemm.

So, as you can see the club suffered the same problems then as we do now with a lack of newsletter articles and participation by club membership. Member turnout for the meeting is still about the same maybe a little more now with Roll Models bringing stuff in for the members. Until next time!

## Business Meeting Minutes

Meeting was called to order at 8:00 pm on March 23rd at Steve Erickson's house. Nine members were in attendance.

IPMS Update from Jack Mugan. Nats seminars & symposiums are filling up fast. Register soon. We also need to get our charter done.

We need new club literature for the displays. Jack Mugan will look into this.

Banquet was discussed. Steve will give information on what was decided about the banquet in his presidents column. Dave Gawboy and his wife volunteered to help find a new venue for the banquet.

Ken Sallman will donate a copy of Adobe Acrobat 4.0 for use by the newsletter. This is used to produce the online newsletter.

Incorporation. Ken is looking into the incorporation. This must be done before we submit our bid for the 2003 Nationals in May.

Nationals. Ken Sallman updated us on the progress of the bid.

TCAH Shirts are being worked on by

Mark Copeland.

Jack Mugan suggested that we look into doing a club field trip to one of the local museums or former museums. Jack will look into this and report back.

Meeting adjourned at 9:45 and cool door prizes were distributed. Thanks to Steve and Jennifer (and Abby too!) for their hospitality!

## Websites for the Modeler

*By Dave Pluth*

### Top Five Modeling Websites

- 1) **Internet Modeler** ([www.internetmodeler.com](http://www.internetmodeler.com)). A monthly webzine with excellent reviews, a couple of feature stories and tons of photos.
- 2) **Hyperscale** ([www.hyperscale.com](http://www.hyperscale.com)). A webzine similar to Internet Modeler, except updated daily. They also have a decent message board to ask questions.
- 3) **Tony Matteliano's Scale Modeling Index** (<http://www.buffnet.net/~tonym/models.htm>). Tony has built a links page with almost 3000 links to internet model related sites.
- 4) **Bookfinder** ([www.bookfinder.com](http://www.bookfinder.com)) If you are looking for the obscure reference book that is out of print, this is definitely the place to look. They have shops listing books from all over the world. Well worth a look.
- 5) **Track Link** (<http://www.Track-Link.net/>) For the tread head in all of us. This is one of the better armor sites on the net.

Honorable mention: 12 o'clock high (<http://www.xs4all.nl/~rhorta/index.htm>) – Luftwaffe type stuff. Modeling Madness ([www.modelingmadness.com](http://www.modelingmadness.com)) tons of model reviews.

That's just a sampling of what's out there, but they are the best and the brightest, at least today. Do you have some favorites for you particular area of interest? Now's the time to share them. Drop us an e-mail with your list! Newsletter@aerohistorian.com



## Meeting Minutes

By Dave Kitchel

(Notes by Johannes Allert in Dave Kitchel's absence)

President Steve Erickson call the March meeting to order at 1:30pm. New guests included Paul Gladitsch (sp?) and a quick visit from former member Dave Mattson.

\* Banquet - Steve Erickson expressed regret and offered an apology for the difficulties that this years banquet encountered. Follow up on this will be discussed further at the March Business meeting.

\* April Contest - John Higgins reminded everyone of next month's contest. The April meeting will be held at the American Wings Museum at the Anoka County Airport in Blaine. Set up will start at 1100hrs. Entries for the contest will start at 1130hrs with judging to start at 1300 hrs. The general meeting will start at 1330 hrs. Volunteers will be needed for set up and judging. Maps & rules will be included in the April newsletter. Any further questions, or if you are willing to help out, please contact John Higgins.

\* Newsletter - Dave Pluth apologized for the late delivery of this months newsletter. He encouraged those who are not yet signed up on the web, to do so. In this way, you will have access to the newsletter immediately upon release. He urged members to contribute articles for the newsletter as well. It's only as good as YOU make it!

New Book from Schiffer - Axel mention that there is a new book out on the market that is all about remote control tanks of the German Army. See Axel if you are interested in obtaining a copy.

IPMS Nationals Update - As of March 5th, there are no more rooms available at the IPMS rate for the convention being held at the Hilton. You may still reserve a room there, but it will not be as inexpensive.

Corsair Contest - Johannes Allert gave a brief announcement regarding the Corsair Contest to be held in December 2001. All scales, all types. Primary

categories will be 1/48 & 1/72. 1st, 2nd and 3rd Place with a "Peoples Choice" award as well. The model \*must\* be built in the year 2001 to qualify.

March Business Meeting - Ken Sallman had to cancel hosting the business meeting. Steve Erickson announced that the meeting would be held at his house on Friday March 16th.

Raffle - The raffle was held after show-and-tell and netted \$40.00 Meeting adjourned at 1500hrs.

## What's new?

By John Roll

Chief Plastic

(and resin and paper and...) Pusher

One of the big surprises of the last few weeks -- and I am not often surprised by these things -- is Pavla Models 1/72 Grumman G-44 Widgeon. A rather unusual subject for a Czech Manufacturer!

Condor Models, also from the Czech Republic, has just released a 1/72 Focke-Wulf FW 189A. Condor is a part of the MPM company. But rather than using limited-run molds as the MPM brand does, Condor kits are done using steel molds. It shows. This is one VERY nice kit and is soon to be followed (well, sometime anyway...) by a FW 189B, FW 189V-6 and a Northrop A-17/DB-7.

From Mr. Choroszy of Model-Bud fame comes the following wonderful resin kits in 1/72:

Mitsubishi Hayabusa 1MF2

Kawasaki-Salmson 2-A2 Army OTSU-1

Salmson 2A2

Seishiki 2

Friedrichshafen FF33E German

Friedrichshafen FF33H German

Friedrichshafen FF33L German

Friedrichshafen FF33E Polish

Friedrichshafen FF33H Polish

Friedrichshafen FF33L Polish

Exp Type 15 Ko Recce Seaplane Mi-Gol

Navy Type 13 Carrier Attack A/C 2MT1

Navy Type 13 Carrier Attack A/C 3MT2

Navy Type 13 Carrier Attack A/C 2MT4

LVG C.V

Navy Type 10 Model A Recce Seaplane

Navy Type 10 Model B Recce Seaplane

Navy Type 13 Attack A/C 3MT2 Hydro

From the French Fonderie Company comes a P63A and a P-63C accompanied by a Fouga Magister. I believe that the P-63s are actually the old Hi-

Tech molds.

From Revell-Germany comes the latest incarnation of the old (but still outstanding!) FW 190D molds that originated with Trimaster. This time it is in FW 190D-11 guise.

Today I'll finish up with a few tempting books. Latest in the Crowood Aviation series are these three volumes:

North-American B-25 Mitchell

Fokker Aeroplanes of WW1

Airco: Aircraft Manufacturing Co

While I haven't yet viewed these books, if they are anything like the previous Crowood books they are must-haves if you are at all interested in the subjects.

## Modeling Tips

By Fran Cuden

I've found that when attaching small parts (wheels, pitot tubes, tailwheels, and other small items) its best to use a small dab of white glue first to allow for positioning. It dries relatively fast. However, once set, I use a small sewing needle to apply a very small drop of Superglue and that secures it forever.

Lacquer thinner works very well for thinning Model Master, Humbrol and even Testor's gloss enamel (the small bottles). A 50:50 or even 60:40 ratio works well in an airbrush. The 60 being the thinner. Make sure you DO NOT get lacquer thinner with epoxy in it. First of all, the smell is horrific and it doesn't work as well as a thinner.

I've been using Typewriter Correction fluid (not the water-based stuff) to fill seams and small imperfections. It dries very fast, can be sanded in minutes which speeds up the process, or it can be left for days and still sands out just fine. To me it beats out Mr. Surfacer.

For an excellent natural metal finish, try using silver Rub 'n' Buff. I squeeze about an inch into my half-ounce color cup and thin it with lacquer thinner to the consistency of any other natural metal paint (Alclad II or others). It sprays on well, and, when buffed, will produce a very realistic scale shine. It can be tinted with Model Master or Floquil to produce dissimilar panels. Wait a day to mask over it. One should use cotton gloves when handling the model after application. Handling it with the gloves on will shine things up. Use Testor's Dullcoat over it to produce a dull metal finish. Shelf life for the thinned mixture is quite long.

## TCAH Model Contest Rules and Categories

By John Higgins

The contest will be held on Sat. April 12, 2001. There will be a total of 7 categories: Novice, General, Master and Miscellaneous. The Novice, General and Master categories will be subdivided into 1/72 scale and smaller and 1/48 and larger. After explaining the rules, I will give a brief description of each of the categories.

### Rules

1. You must be a paid member of TCAH.
2. No joint projects. Models must be entrant's own work.
3. Entry fee is \$.50 per model.
4. Judges will be selected and will have the authority to disqualify models if need be.
5. 1st, 2nd and 3rd place awards will be given in each category.
6. Models, which have previously placed first in TCAH contests, cannot be entered.
7. Registration will be from 11AM to 1PM.

### Categories

**NOVICE:** Open to anyone who has never entered a TCAH contest, or anyone who has entered but has not placed. Juniors will compete in this category.

**GENERAL:** Models entered in this category can range from Out-of-the-box to models which have had some minor modifications such as True Details cockpits and other "drop in" accessories.

**MASTER:** This category will be comprised of models that have been extensively modified or altered and extensively detailed. Things like wired engines, scratch built cockpits and extensive photo etched parts apply here.

**MISCELLANEOUS:** This category will be made up of non-aircraft models. Armor, ships, cars, figures, sci-fi, dinosaurs, dioramas, etc. Juniors may enter non-aircraft models in this category.

These descriptions are meant to serve as guidelines only. If you are a first

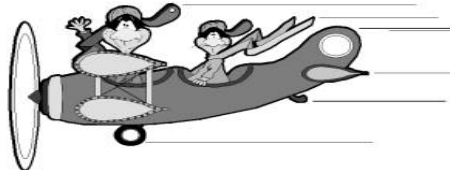
time entrant and feel you can compete in the General or Master category instead of Novice, then do so! If you have a model that borderlines the category, enter it where you feel it will do best.

### Judging

From three to six members will be selected by the contest chairman to judge. Members who have entered models can also judge. Only 1/3 of the models entered in each category will place. For instance, if 30 models are entered in the General category, 10 awards will be given and broken down into something like 2 firsts, 3 seconds and 5 thirds. Judges will pick the best 10% in each category and list them in order with the best first. The top vote getters from all the judges in that category will place. If only three models are entered in a category then a 1st, 2nd, and 3rd place will be awarded. If less than 3 models are entered then only one award will be given.

The judges will also vote for the best 1/72 scale aircraft and the best 1/48 scale aircraft. The Bob Nelson Memorial award will be given this year to the best Korean War aircraft.

I'll need a few members to help with set up and registration. If you would like to help or be a judge call me at 952-894-5711 or E-mail [Jetranger15@cs.com](mailto:Jetranger15@cs.com).



## Compressor Review

By Johannes Allert

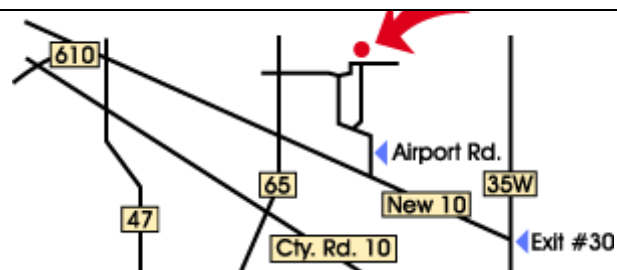
I had stopped over at Hub Hobby - Little Canada about a month ago and was talking with Ron, one of the sales persons there. He had mentioned that there was a new air compressor out on the market that had received rave reviews in FSM. I had needed an air compressor to use in the garage to for the "farm equipment" that I use. With prodding from my wife, Lori, we went to Walmart to check this new product out. This air compressor is put out by a company called Campbell-Hausfeld and is the "cat's whiskers" when it comes to air brushing. It measures about 14" long and stands about 1 foot tall. It comes with a folding handle for easy carrying and has a regulator and a air pressure gauge. The size is great, because it makes for easy storage unlike some of the larger compressor that are out on the market these days.

Once the air pressure gauge reaches it's limit, it automatically shuts off. Overall, it takes about 10-15 minutes to fill up. Once it shuts off, it's quiet to operate and the regulator allows you to get pin-point accuracy with your air brush. Now I suppose you want to know how much this new machine costs.

The answer, \$99.00. That's pretty good for what you get. My old reliable Badger I purchased for about \$120, although it was good, I still had to get a regulator and it was noisy to operate. If you are thinking of getting a new compressor and have never gotten one before, or are thinking of replacing your old one. Look no further, this is it! This is the \*best\* bang for the buck! Oh, yea... and it works great in the garage too.

## Directions to American Wings Air Museum

Driving from the Twin Cities, take 35w north to exit #30 (Highway 10 west). Go west on Highway 10 to Airport Road. Go north on Airport Road, Turn right into the airport. Airport gates will open automatically as you drive up to them. Turn left at the "T" in the road. American Wings is located straight ahead.





## Cold War Thunder

By Merrill Anderson

The history of the F-84 series runs from 1944 to 1971 and it runs through many of the technical and political events of the Cold War. Design was begun by Republic in 1944 for a jet fighter to follow the success of their wartime P-47 Thunderbolt. The eventual design was a straight winged, single seat, single engine fighter with the jet intake in the nose. First flown in February of 1946, it became America's first "post war" fighter and briefly, the fastest aircraft in the US inventory.

Named the XP-84 Thunderjet, the Republic fighter was armed with six .50 cal guns and could carry 2,000 pounds of bombs or rockets. It was powered by various versions of the Allison J-35 jet engine. Following the three prototypes and 15 service test aircraft, the 'production' P-84B began rolling off the line in June 1947. With active service experience, improvements were made, with uprated engines, and the fuselage was lengthened to accommodate more fuel (range was a serious problem for early jets). The early jet engines were slow accelerating, so JATO (or RATO) rocket attachments were added to the design, to shorten takeoff. Experience with an aircraft capable of exceeding 600 mph was added as well, the aluminum skin on the early P-84's "wrinkled" from high-speed friction.

1948 introduced the E model, with a heavier skin, improved engine performance and the range of the re-designated F-84 was 1,485 miles. The F-84, as America's top performing service jet, was given a number of high visibility missions. Not only was the F-84 the aircraft of the Thunderbirds, but it served with fighter and fighter bomber units and with SAC, both as a long range escort fighter, and equipped to carry a nuclear bomb. The first fighter to go 'nuke'.

Technical developments during the late 40's continued at a fairly fast pace. By 1949, North American's swept wing F-86 had changed the look of US jet aircraft. Republic's swept wing fighter, the XF-91 Thunderceptor also flew in 1949. The XF-91 was heavily armed and equipped with several innovative features including an afterburner and integral rocket engine for improved

takeoff and climbing performance. But despite a 984 mph top speed, it was doomed by (very) short range to be a 'one off'. At the same time, swept wings and tail were mated to an F-84E fuselage as the YF-96A. It was originally designed to be the fighter for FICON, (a B-36 parasite fighter program) to replace the unsuccessful XF-85 Goblin. The YF-96A first flew in June of 1950. Expected improvements over the performance of the F-84E were not realized and the program was facing cancellation when the Korean War broke out. War brought the program new life and increased funding. Re-designated the YF-84F, the design was totally rebuilt around a new, larger engine, the Wright J-65.

Meanwhile, the F-84E's were in combat in Korea. Air to air performance of the F-84 against the faster and more nimble MIG was disappointing, but the range and load capacity of the Thunderjet soon made it the Air Force's principal close support fighter. The F-84 soon earned the nickname "hog", for its intensive low level (in the mud) work. In 1951, combat experience led to the last and most numerous of the straight wing F-84's, the G model, with 3,025 built. The J-35 was uprated, and improvements were made in aircraft range, survivability and pilot protection. In flight refueling, pioneered by the E model, was made standard on the G (although E models did the first combat air to air refueling in May of 1952).

The F-84F Thunderstreak program first flew in 1952, but was delayed not only by the major changes required to fit the larger and more powerful J-65, but by the parallel development of the Thunderflash reconnaissance version, and several special test programs. It did not deliver its first 'production' swept wing fighter until 1954.

The F-84F was only slightly faster than the G model, but it could however, carry 6,000 pounds of ordinance. No longer needed for Korea and outperformed by aircraft already entering service. The F (and its recon version, the Thunderflash) were made available to allied nations. Eventually, 1,300 would serve with NATO countries. (The only shots ever fired in anger by the F were French F-84's who fired the first shots in the 1956 Suez Crisis.) Even before production models were produced, the

F was tested in parasite fighter experiments with the B-36, both FICON (belly mounted) and Tom Tom (wing tip mounts). Both programs were made redundant by improvements in air to air refueling.

The F served initially with SAC as both an escort for the B-36, and as a tactical nuclear bomber (using the "loft", or "over the shoulder" maneuver). But, the F arrived as the B-36 was being phased out in favor of the B-52. With the retirement of the B-36, most of the F-86F's were sent to the Tactical Air Command to replace some of the older, straight wing F-84's. In 1958, all the F-84's were replaced by the supersonic F-100 and sent to the Reserves.

That was not the end of the F-84 story, however. In 1961, the Berlin Crisis led to the mobilization of four wings of F-84's, from the Reserve and National Guard. 200 F-84F's were deployed to Europe, without the loss of a single plane. The F's nuclear capability was used as a deterrent, with units practicing the loft maneuver 'in sight' of Soviet radars. When the Crisis ended in 1962, the Guardsmen and Reservists went home. But the F-84 remained in Europe until 1964 when it was replaced by the F-4 Phantom. With its economy of operation, good range and load capability, the F-84F stayed on as a tactical fighter with the Reserve and National Guard until 1971, when corrosion in the wing spars was found, leading to the retirement of the entire fleet.

Thanks to the release of the Tamiya and Pro Modeler F-84G's (where's the E?!) and the recent re-release of the nice Monogram F-84F, this historic fighter (first US production fighter over 600 mph, first fighter air to air refueling in combat, first fighter to be armed with nuclear weapons) is getting a little well deserved attention.

## Newsletter Change of Plans

Last month we advertised the Dick Phillips Mustang Alphabet Soup would appear in this month's issue. Well, due to some late arriving articles that contained a bunch of club business we were forced to bump the article until next month.

My apologies to Dick and to those expecting to see the article.

-Dave

## Banquet Revisited

*By Brent Theobald*

I'm sure there's been lots of speculation about what happened to the banquet dinner. I thought I'd write a note here to explain. I'll start at the usual place, the beginning.

If you remember there was a question if the Officer's Club would be able to host us this year due to some kitchen repairs. I had a hard time getting an answer. I was further frustrated because the catering position seems to have a high turn over rate. It seemed every time I called I spoke to a different person. I gave my name, Pat's name and our Minnesota numbers. I'd like to say I gave my Texas numbers too, but I can't swear to it. I don't know why I wouldn't have.

Finally, I spoke with a lady named Nancy. This was the lady that had helped me the year before. She had also dealt with Johannes the previous years. She felt that we had been holding our banquet at the Officer's Club for a couple years and therefore didn't want us to have to go elsewhere. She was familiar with TCAH and knew exactly what needed to be done. We decided on a date, a room, and a number of guests. I'll paraphrase the ending of our conversation. Nancy says: "We are all set for up to 75 people on March 3rd, 2001. Give me a call before the banquet to let me know how many dinners to prepare." My understanding after this conversation was the Officer's Club would have food for up to 75 people already in the building. They would just need to know how many and the dinner break down (steak, chicken or fish). This conversation happened back in October or November. I had every confidence that everything with the Officer's Club had been handled.

Last year, I called about a week before the banquet. Then I called almost every day, up to about an hour before the banquet, adding dinners. This year I thought I'd be more efficient and wait until closer to the banquet to start calling. In fact, I only wanted to call once in order to avoid confusion. So I called Friday, before the banquet, to let the Officer's Club how many dinners we were going to have. Instead of actually talking to a person, I received an answering machine. Instead of getting

Nancy's voice mail, I was greeted by Marge's voice mail. This wasn't too surprising when I remembered the turn over rate. So I left a message with the number of dinners and where I could be contacted if there was a problem. Thinking everything was under control I continued my Minnesota vacation.

I called the Officer's Club again on Saturday around 4:00. I wanted to make sure my message was received and they were going to prepare the proper number of dinners. Marge answers the phone and proceeds to explain how she hasn't been able to contact me, or anyone else from the the Twin Cities Aero Historians. Marge also mentioned that she had left a couple messages for me at the desk of my hotel (I got them Sunday upon checking out). She continued to explain that our banquet had, in fact, been canceled. My response was that she may have canceled the banquet, but I had 60+ hungry people showing up in a few hours. We were able to reach a compromise where she could supply the room, tables and snacks. She would be unable to provide our dinners or a bar. That's all I could get at the time, so I took it. The only other alternative was to turn people away at the door. I couldn't have let that happen.

I hold myself responsible. After all, a simple phone call could have avoided all of this. I don't know why I didn't call the Officer's Club when I called everybody else. That was my mistake.

That being said I have to wonder if the Officer's Club did everything they could to contact TCAH. I know I gave Pat Butler's phone number to at least one person at the Officer's Club. It would have been his old number. Currently if you call that old number you get a recording informing you of his new number. The Alerts are the sponsors that allow us to hold a banquet at the Officer's Club. I would think the Officer's Club would have a way of finding out the phone numbers of its members. I also have to wonder if some of our contact info was lost while the catering job changed hands. Even though it was my responsibility to make sure everything was ready I don't think the Officer's Club tried hard enough to contact TCAH.

Anyhow....

I must say that I was greatly relieved

about how the members at the banquet handled the bad news. You all made the best of a bad situation. I can't call the banquet a success. However, it wasn't the dismal failure I was terribly afraid it was going to turn into. After the raffle was over it was very gratifying to see the crowd talking and laughing. My thought was the banquet wasn't completely ruined.

What do we do now? I'd like to ask everyone to please wait a little longer before we discuss banquet refunds. Pat has some work to do with the Officer's Club concerning our bill. Once this has been settled we can begin discussing refunds. Then there is another question. Did this fiasco kill the banquet? I sincerely hope not. This is a long standing tradition that I feel needs to continue. In fact, I'd like to do it again next year in order to make amends for this year. I certainly understand if this offer is unwelcome.

Of course, you all have my most sincere apologies for making a mess of this year's banquet. Nobody was more upset about it than I was. Believe me, I would have been much happier in the audience than at the podium. I would like to extend special apologies to George Mellinger, Frank Cuden and others who traveled so far to attend.

## Banquet Wrap-up

*By Brent Theobald*

In spite of the banquet not turning out as well as we would have liked, there are a couple of highlights I'd like to mention here.

We started the evening with Steve Erickson's presidential address. He was unable to use the speech he prepared but his improvised speech worked just fine. Are we ever going to get to hear the prepared speech Steve? I think Noel Allard did a fine job with the traditional Gone West presentation as well. Thanks guys for a job well done.

I think the awards presentation went very well, considering we lost all of our prepared material. Ken Hornby, Steve Hustad, Dave Pluth and Jim Kaltenhouser performed admirably in the difficult situation I placed them in. Happily, the awards were presented without mishap. I would like to congratulate the

*(Continued on page 8)*

(Continued from page 7)

following recipients:

George Mellinger: Newsletter Article of the Year

Frank Cuden: Modeler of the Year

George Mellinger: Historian of the Year

I need to add here that receiving the Member of the Year award on the very night that I botched the banquet was one of the most embarrassing moments of my life. Thank you very much for this. It really means something to me. The Member of the Year award is proudly displayed in my home as I write this.

The raffle was huge again this year. I think we had enough prizes for the men this year that we went around two and a half times. I would like to thank the following venders for contributing:

Roll Models

Hub Hobby (both of 'em)

National Hobby Company

University Hobbies

Individual members, such as Axel Kornfuehrer, Steve Capiz, Frank Cuden and Mark Copeland were also very generous. I'm sure there were others, but things were a little hectic and I wasn't able to keep track of everything that was brought in. Thanks for the contributions folks, they were certainly appreciated.

We also had enough prizes to go around one full time for the ladies. This is the first time this has happened in my experience. I owe a special "thank you" to Nancy Grimme for this. She really came through for the membership of TCAH and their wives. Thanks Nancy!

The banquet didn't turn out exactly as we hoped. The best thing that happened at the banquet was that, in spite of the difficulties, it looked like people had a good time. That is what the banquet is all about anyway.

## Using Ebay to Raise Club Money?

*By Brent Theobald*

Jack Mugan mentioned an idea to me last October or November. It had to do with using Ebay to raise money for our club rather than (or in addition to) our club auction. So I asked Jack to

put his money, er model, where his mouth was. Jack donated his partially disassembled Pocher Ferrari Testerosa. I put the model on Ebay and started the bidding at \$.01. I think Jack was a little concerned with the starting price, but that's my strategy to get people bidding on something. The model wound up selling for a little over \$330.00. Wow! After Ebay's cut the club made \$300.

If you want to raise money for the club this is something to think about. Instead of donating all your good stuff to the club auction, consider selling it on Ebay and donating the proceeds to the club. Granted, not everybody has a \$300 Pocher lying around. However, many of the kits that show up at the club auction will fetch more on Ebay than they will at the club auction.

I'm not sure where the idea originated, but I'd like to thank Jack for bringing it to my attention and generously donating the "test" Ferrari. Pat "Legs" Butler also took the time to transport the model, pack it well and ship it to the new owner. This was really a team effort that worked out really well.

If anyone is interested in doing this and needs help auctioning items on Ebay I would be happy to assist. All I need is a digital picture and a brief description of the model.

## Where do you fit in?

*By Frank Cuden*

As a modeler who's been at it for a number of years, I often remember my beginnings and what stimulated me at the time to do better. A black and white photo of Bob Nelson's or Jack Mugan's latest creation in the old magazine Air & Space Modeler or looking at photos in another old magazine, 1001 Model Airplane Ideas, spurred me on. At that time, I was living in Northern Illinois and happened upon those two titles at a magazine store. Looking at their work at that time made me want to build, paint and decal better. Hey, they were my idols! Imagine my joy, upon moving to the Twin Cities area in 1971 and actually meeting those guys as a guest at a TCAH meeting. Or, my feeling humbled by being invited to Bob's home after the meeting to view his collection. Now some of you newer mem-

bers may not identify with what I'm saying, but suffice to say, all that impressed the daylights out of me! Hey, those contacts made me want to build more and better. So lets fast-forward a few years. I'm continually amazed at the quality of models produced by members in our club. I'm not going to name names, but you all know who you are. And, that's where a good part of my stimulation comes from these days. With the initiation of "Show and Tell", we can ask questions, get inside info on build techniques, etc. Before that began, all too often, I was mildly embarrassed to ask a builder a question, much less ask him/her what kind of paint they used or what they used to mix that shade. That was all before we enjoyed the multitude of colors available today. All my paint shades were mixed from Floquil per a color chart I had. Now, it's a simple matter of going to a hobby shop or calling John (Roll) and with FS number in hand, getting pre-mixed paint. But, I digress. These days, not only models at a club meeting, but also the Internet sites, publications like Great Scale Modeling and others, provide me with many hours of stimulating enjoyment. Oftentimes, I will select a particular model to build or scheme to use just by looking at one page of a magazine. Or, I'll see something on the "Net" that gets me going. Then its down to the model room to find out just how much info I may have on a particular aircraft. Oftentimes, just viewing a particular decal sheet will be enough to get me started. What about you? What stimulates you to build a particular model? Is it the Nat's, Regionals, or roaming around an airport or museum? It is a book, a new release, or maybe just re-opening an old kit you bought many years ago that gets you in gear. My message to all of you is to enjoy this hobby of ours to the fullest. We are very lucky to be this interested in modeling as we all know many people without hobbies. Quite simply, "These are the good old days." So think about it and I'll bet I haven't even scratched the surface of just what stimulates us to build what we build. Good Modeling to you!





## Ebay Part II

By Dave Pluth

Last month we talked a bit about the basics of Ebay. How to bid and how to buy and some basic rules to live by on Ebay. This month we'll finish up on the buying portion of Ebay with some other things that you'll want to know before getting into that bidding war.

Let's start this month's column with some information about searching on Ebay. Doing searches on Ebay is possibly the most frustrating part of buying on Ebay. Here's a couple of helpful tips.

First, experiment. The keywords that people use are really all over the board in relation to the items that you are looking for. So, when you get to the main Ebay page, click on the Smart Search function. This will bring you to a screen with several options. Put in your key words. For my example, I'll put in Japanese Aircraft as keywords. Click the checkbox that allows checking of Titles and Descriptions to get the maximum hits. In this case, I got around 300 items back from my search.

You can also search within a category. To do this, start on the front page and click on "Hobbies and Crafts", then click on "Hobbies: Models > Military". There will be a search box and a check box that says "Search only in Hobbies: Models : Military". Click this box to get only results from all categories contained within this category. This will prevent you from getting things like photos or books that have your keywords in them and only show you models.

The second tip on searching is keep a list of items that you are looking for. I have a simple list of stuff that I keep my eye on Ebay for and I check about every 4-5 days to see if any of it has shown up. I also keep notes on previous sale prices on the items that I am looking for. This has come in handy many times.

The third tip is one that I mentioned before. Keep a list of keywords that you have had success with (getting the right items without too much fluff). Of course the more specific you are (like Maru Mechanic) the less hits you'll get. But if it gets you the item you're looking for, who cares.

Searching is really the key to Ebay and the only good way to get good at it is to practice. It's free and it's easy. Take notes about what you are doing and learn as much as you can along the way.

On to some other topics about buying on Ebay.

One of the biggest gotchas with Ebay is getting into a hot and heavy bidding war over an item that you think you may never see again. There are indeed times that items are one of a kind and that you have to make a decision as to how much is too much. Fortunately with Plastic Models, you really don't have too. There will always be another of that special kit that will pop up. The trend with models is if one kit that is somewhat rare goes for big bucks, shortly after there will be several people listing their excess stock of these kits. Generally, these auctions will go for 30-50% less than the original auction that you were bidding on. The hint here is to be patient. You'll get what you want, at the price that you want.

Another area that folks will get burned is in reading the descriptions. How does that happen? Well, the key to descriptions are not so much what they say, but what they don't say. Here's a Classic:

Title: B&W 8X10 JAPANESE NAVY PICTURE \*AKAGI\*

Description (w/photo): You are bidding on (1) B&W 8X10 picture of the JAPANESE AIRCRAFT CARRIER AKAGI. The Akagi was built at Kure, Japan. To see more B&W photographs and collectibles click on the link below. Bid with confidence and feel free to email me with any questions you may have. GOOD LUCK! Winning bidder will pay \$2.50 for shipping & handling (International rates may be more). Will ship next day upon receipt of MO or cashiers check. Personal check must clear first.

Here's the feedback from this auction:

From the buyer: WWII photograph was inkjet copy, not authentic photo. Low optical quality.

From the Seller: WAS NOT DESCRIBED AS A WWII ORIGINAL PHOTO! CHECK OTHER FEEDBACKS!

The lesson here is to always ask. The photo is a downloaded copy (from

the National Archives (FREE)) that is reprinted on an 8x10 sheet of photo paper. I know. I got burned by this guy, mainly because I didn't ask the question before bidding on it or looking for the word "original". When in doubt, always ask the seller before you bid.

Another popular one when selling models is the "RARE" kit ploy. You see many RARE Tamiya kits that you can easily find at National Hobby for about \$6 listed on Ebay for \$20. Yup, I know a couple guys that bought that RARE "LS" kit! Wow am I jealous. Take some time and educate yourself on kit values before you start bidding. How can you do that? Here's some tips to help you out.

- 1) If the kit is still in production, don't bother trying to buy it on Ebay. Frankly, you will get a better deal from John or any of the local shops that offer a discount than you will get on Ebay. A new kit off Ebay after shipping and the associated charges will put you in the same ballpark as here in town.
- 2) Search for additional kits before bidding. Most of the time there are at least 2 and up to 4 or 5 of the same kits (maybe different variants) listed at any one time. Watch the prices and see what the range is. Check out the quality of the kits. Are they new? Are they still shrink-wrapped? Do they include extras etc?
- 3) Search closed auctions for closing prices on the kits you're looking for. You can find out exactly what folks are getting for the kit you are looking for.
- 4) Go to <http://www.auctionwatch.com/> and do a search. Auction Watch covers several different online auction places and you can get a good feel for the deal that you may be getting.
- 5) Be aware of the new stuff that is coming out. When Hasegawa introduces a new kit, the old "LS" kits of the same subject will go for next to nothing. Don't pay too much!

That's it for this month! Next month we'll start on how to sell on Ebay and some tips to maximize your Ebay profits.

## Free Russian SIGnals

By George Mellinger

In February, I mentioned the new 1/72 scale kits of the Lavochkin La-9 and La-11, expressing hope for the kit from Siga and worrying about Gran. I got it wrong. As I mentioned in the beginning, MPM released the first kit of the La-9/11 back in the 1980. It's quite primitive, with little detail, a vacuum-formed canopy and not even the rudiments of pin and hole placement technique. And it came in a grotesque maroon red plastic the likes of which we haven't seen since Aurora ceased making things pretending to be models. In truth, the weird color was not quite so unreasonable as you would think, but more of that later. The MPM Lavochkin became extinct - and was missed no more than the wooly mastodon. But then not too long ago, a new kit of the La-9 was released, in Russia by Interavia. Well, not really new. It was basically the old MPM mold, recycled. The main changes were an improved injection canopy, additional flash on the parts - and a new Irish green plastic. So, of course I was eager for the Siga kit, since they did an original, and very attractive North American FJ-1. And last month, I found one at Hub Hobby. Wrong again. Siga has taken the very same molds - now much the worse for wear, and produced an even worse kit. The plastic is a grimy, streaky gray color which does not inspire confidence and the flash has increased even more than on its Interavia ancestor. Why, even the raised panel lines around the cowling have flash. The one positive development has been an improved looking decal sheet. I suppose I should have been forewarned, when I saw Siga was imported by 'Squadron', and was introduced at a discount price. In the meantime, I had ordered an example of the Gran La-9/La-11 kit from Tushino Aviapress, and I began to worry about how I could dispose of all these MPM retreats. Last week it arrived. And this time no need for worry. Gran's La-9/La-11 kit is descended from the MPM kit, but has notably evolved into something - no not yet Fujimi or even Rodin quality - and still, not a lot of fine details, but still a buildable kit that looks to reward the effort. First, Gran has

introduced pins and locator hole technology and flash has been considerably reduced. Next, the injection molded canopy looks quite decent. Most significant of all, the main fuselage has been modified, with a separate piece for the under fuselage. This is important because this was the most notable visual difference between the La-9 and the La-11, together with the absence of the under-fuselage radiator on the latter, and this improves the accuracy over the earlier kits. Finally, the Gran kit, at least this one, comes molded in a clean, and attractive white plastic. I'm grateful for that because I intend to produce a model of a Lavochkin flown by the 351 IAP over Shanghai in April 1950. This regiment, though Soviet, carried Chinese markings, including broad red and white stripes of the rudders of their light gray fighters. Gran's decals provide Chinese markings but not the stripes, which I will have to paint myself. And the white base of the plastic will make this so much easier. In fact, I may even get more examples and build some other Lavochkins.

The Lavochkin La-9 and its similar derivative the La-11 had some interesting accomplishments. At the end of the Chinese civil war, after Chiang had fled the mainland, but before Mao could organize his own air force, the Soviets sent 2 fighter regiments to fly air defense over Shanghai (and also a mixed bomber unit to attack the offshore islands). One of these regiments introduced the MiG-15 to combat, and the other the La-11. After a couple months, the 351 IAP handed over its fighters and returned to Soviet territory. But a few months after that, the 351 IAP was given new La-11s and sent to fight over Korea from July 1951 to February 1953. They flew only a few day sorties, before everyone realized they could be much more useful - and safer - at night. Over Korea the La-11 was not very successful, and after some months the regiment replaced half its La-11s with MiG-15s. The Lavochkin proved unable to intercept and attack the B-29s under combat conditions, and of course never even tried to take on the jets. It did succeed in intercepting and shooting down B-26s on a couple of occasions. However, the 351 IAP also did not lose a single La-11 to enemy action, giving

the Lavochkin one of the lowest - but also best victory ratios of the war. The Chinese and North Koreans did receive the La-9 and the La-11, but so far I have found no information about their use in action over Korea. In addition to the wars in the Far East, the La-9 or La-11 was also involved in a couple of the earliest Cold War border shoot downs, including the downing of a Navy PB4Y-2 over the Baltic in early 1950.

One of the most unusual chapters in the Lavochkin story came in 1949 when La-11s from the 53 IAP flew for a time from secret bases on the ice, virtually at the North Pole. The idea was that in the event of war, bases would permit interception of American bombers far from Soviet populated areas, while also providing a longer ranged escort for Soviet bombers. Of course, the idea had numerous problems that left it impractical for real operational use, including the fact that the La-11 would not be able to keep up with the newer Soviet bombers, or intercept the Americans. And the new jets could not handle the polar ice airstrips. Besides, for both sides, range was not yet long enough to make such flights practical even if starting from Santa's runway. Still, this was one more interesting chapter in the Soviet exploitation of polar aviation and "extreme flying". About this same time, in 1948, the 911 IAP based on Sakhalin Island re-equipped with the La-11, and while ferrying their aircraft from the factory they their aircraft a dark maroon red, as a safety measure in case of a need for force-landing in the snowy and untracked wilderness of northern Siberia. And that explains the maroon red color of the original MPM kit.

As of today, I have news of a further development. The good people at Tushino Aviapress (the same people who export that wonderful Yak-9 book) have hired a translator who will translate the major articles from *Aviatsiia i Vremia* and post them to their website. *AiV* is one of the best of the new magazines, born with the new Russia, and has become one of my best sources of information. This is going to be another reason for you to start visiting their web site from time to time.

## Zumbro Valley Scale Modelers

By George Romano

*(Editors note: After attending their contest in Rochester I asked George to write up an article about our Southern Sister chapter and let us know what they were all about. Enjoy!)*

To our "big sister" IPMS club TCAH:

Our club is called the Zumbro Valley Scale Modelers, IPMS Chapter 5-33. Our club was originally formed in 1989 and we've been a chartered chapter of IPMS region 5 for about 5 years now. Our club has about 15 members with about 9 of us belong to IPMS. We named ourselves after the "Zumbro Valley" as this valley formed by the Zumbro River winds along through the southeast corner of Minnesota and we have club members from many parts of this region of the state. We actually have a one page website at <http://www.webspawner.com/users/ipms533/> that we've created using the free "webspawner" offer we saw through IPMS.

We meet the first Thursday of each month (except January and July) at 7 PM in Rochester at 506 1st Ave. NE (see map on our website for location). This is the same place we've held our local contest for those of you that have been to it.

Currently, our club has no dues. We do ask that members join and support IPMS.

Some of the club members even do that! We welcome modelers of all ages and interests. Our current club members have a very wide range of interests in our club from 1/72 scale WW I and Armor all the way through 1/48 scale aircraft and armor and on to figures and "kit collecting" (I mean really "antique" 40s and 50s kit collecting not just the kind we all do!). Our club members are quite active and have entered many models in regional and national contests. We of course really enjoy the TCAH regional contest and had almost 20 kits registered or on display this past fall.

Our other club activity is to support our local "Olmsted County Historical Society" museum southwest of the Rochester by putting up a display of models that we change over every

year. This year's theme is "Korea 1950-1953: The Forgotten War". We hope to have about 15 -20 models and figures that represent some of the equipment and uniforms used in the Korean war. Along with our models we include technical information and a plug for our IMPS chapter. We are told our display is one of the museum's most popular - esp. with the kids that visit the museum.

The past two years we've held a local IPMS contest here in Rochester. We defiantly (and foolishly) try to hold this contest in the middle of the Minnesota winter and so far have had very good luck with the weather. This year we had over 80 people show up and over 100 models entered in the contest and even more on display. Surprisingly we also did get regional TV coverage for our contest - the first I can recall that an IPMS model contest was on TV news!

Aside from SE Minnesota, we've had modelers from Iowa, Wisconsin, and Illinois at our contest. Our sincerest thanks to all the TCAH club members who've made the trip to our contest. You guys really "make" our contest with your models and enthusiastic support. Our contest is almost getting too big to hold in the current venue. Not sure what we are going to try next year but based on the past years we will go for another local contest.

Our club is "in awe" of the TCAH due to its size and the skills and reputation of its club members. We are always interested in what is going in the cities—we do lots of hobby shopping there of course! - and would be interested in joint projects or any other chapter happenings of the TCAH.

### Dave's Recommended Reading For the Japanese Fan

By Dave Pluth

One of the questions that I get asked all the time is what books are good for someone that is interested in Japanese Aircraft, but doesn't want to buy 200 books. Here's my top five. With these, you'll cover the subject reasonable well.

1) Japanese Aircraft of the Pacific War by Rene' Francillon. Published by Naval Institute Press. Simply put, this is **THE** book on Japanese Aviation during World War II. While there are some flaws and inaccuracies, there are very

few books that cover the wide variety (200+) aircraft that the Japanese flew during WWII. Price \$35-\$45

2) Japanese Naval Aces and Fighter Unites in WWII by Ikuhiko Hata and Yasuho Izawa. Published by Naval Institute Press. This is an excellent book to read about unit history, get basic unit markings, biographies on leading aces and even when/if they died. The Army volume of this series is due out in a few months and should be equally as good. Price \$25-\$55

3) Broken Wings of the Samurai by Robert Mikesh. Published by Airlife (now out of production but available through many used book outlets). This is a great book for the modeler that wants to study weathering and deteriorating aircraft. It's also a great book for the historian that wants to see the ultimate resting place for many of the captured aircraft of the war. Price \$30-\$40

4) Japanese Aircraft 1910-1941 by Robert Mikesh and Shorzoe Abe. Published by Putnam. Out of print, but available at many of the Half Price Books here in the Twin Cities. Excellent information and photos on the history of Japanese aviation and especially the prewar period. Price \$25-\$50.

5) Tie Imperial Japanese Navy Aces/Army Air Force Aces, both by Henry Sakaida and published by Osprey. Both volumes are very well written and filled with personal stories that make them extremely good reading. Price \$17.

Honorable mentions: Siege of Rabaul by Henry Sakaida, Samurai by Martin Caidain, Japanese Camouflage and Markings by Don Thorpe, and the best book on the Zero, Zero Fighter Illustrated by Shigeru Nohara.

That's your Japanese fix for this month! Next month we'll have a Zero identification article for you. If you don't know the difference between a Model 21 and a Model 22, well help to make it easier for you!





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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.

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