



TCAH ELECTION SPECIAL!



Ballots available at the meeting or from your local election mechanic!
Hanging chads and high-tech, floating-to-earth, air-delivered chads.
Candidate platforms and special editorial endorsements by Tweezer inside.

Don't be an uninformed voter!!

This story is being ignored by the national news media.

Read it here!

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Vice-President, Pat Butler
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Secretary, Ken Sallman
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TCAH This Month

The monthly meeting will be held Saturday November 9 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30 PM. This month will be devoted to the club auction and club elections.

TCAH Calendar & Events of Interest

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

December —“Linebacker II-30 year Anniversary”. Vietnam era aircraft..

General Meeting Minutes

October 12, 2002

by Ken Sallman, Secretary

Vice President Pat Butler called meeting to order.
No visitors or new members
Old Business: None
New Business: None
Comments from the Secretary:
This was probably the shortest meeting held in our club's long history. Guys, I don't even have a dirty story to tell in order to flesh out these minutes! But speaking of dirty stories, remember that next month will be club elections. We have the following candidates:
President: Johannes Allert, Ken Sallman
Vice-President: Steve Erickson, Jim Kaltenhauser, Steve Macy
Treasurer: Tom Norrbohm
Secretary: Bernie Kugel
In addition to the elections, we will be holding our popular annual auction, Here's a chance to clean out those "shelves of doom" and help the club at the same time. Due to the length of the meeting, we will start at 1:00 PM.

From the President

No message from the president was received this month.

Business Meeting Minutes October 2002

No business meeting was scheduled or held in October.

Contest Calendar

2-22-03	Zumbro Valley Scale Model Contest 506 1st Ave. North East Rochester, MN Contact: Geeorge Romano 507-281-4175 romano@infonet.isl.net
9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad



Treasurer's Report by Tom Norrbohm

After 2 months of renewals we are halfway through the renewal period. As of October 16th, we have 34 paid members and a balance of \$5012.66. We have two more months of renewals and after Dec. 31st, if you have not paid your dues, you will not be on the new club roster. You can mail your \$20 dues to me at:

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

Make checks payable to TCAH.

Also, if you plan on attending the club Auction at the November meeting, be advised that I will not be taking a single check for both auction purchases and dues. Payment for dues and auction purchases must be made on separate checks! No exceptions! Bring lots of goodies and support the club in our annual club Auction! Till next month!

Tales From The LUFT SIG by Bernie Kugel

We had our October meeting on Friday October 18th at Jeff Fries' house. In attendance were Jeff Fries, Axel Kornfuehrer, Bernie Kugel, and the ever rare appearance of Dave "Huff Daddy" Hueffmeier. We watched the 1957 movie "Der Stern Von Afrika" and Bernie brought a video of WWII cartoons.

Our next meeting is on Friday November 15, 7:30PM at Jeff Fries' house.

Join the TCAH Mailing List!!

We've setup a e-mail list for TCAH members to keep up to date on the current club events and news. You can join by going to the TCAH website www.aerohistorian.com/newsletter and entering your e-mail address.

Supplements to this newsletter, or the glorious full-color edition can be found at this same site.

On The Show Table

October 2002

This month featured many models rescued from long stays on the Shelf of Doom.

Tom Norrbohm:

1/144 Hasegawa P1Y1 Francis

1/144 Ki-45 Kai Hei Nick

1/144 Ki-45 Kai Otsu Nisk

(émigrés from the Soderlund shelf)

Bernie Kugel:

1/48 P-51D Mustang

1/48 Macchi MC.202 (technically not yet rescued, as it is not yet completed.)

Dave Pluth:

1/144 Hasegawa Betty

1/72 ICM Tupolev I-1

(both kits were 2 year residents)

Jim Kaltenhauser:

1/72 Fujimi D3A Val

Johannes Allert:

1/72 Tamiya F-51

1/72 Academy F-84

Mike Rybak:

1/72 Heller BF-109E

Steve Hustad:

1/72 Revell Tiger I Tank

Mid-production

Dennis Strand:

1/48 Tamiya Spitfire Mk.I

(a 3 year resident of the Shelf)

George Mellinger:

1/72 A Model Shavrov Sh-2

1/72 Yumo Models Soko G-4

Super Galeb

(3 years mainly on the bench)

But the real champion....

Mark Krumrey:

1/48 Monogram TBD Devastator

(Kit sat on his father's SOD

from 1976 to 1989 when it

passed to Mark, who kept it

on his SOD until now....26

years on the Shelf of Doom)

(Technically, not yet truly

rescued, since it was not yet

finished.

Ken Hornby:

WW I trench art - a French 47mm

Shell casing engraved with art

and markings of SPA 103.

Breaking news! -- Mark Krumrey has finished his 1/48 scale TBD, and will bring it to the December meeting. So the kit can now be classified as a confirmed rescue.

Election Endorsements

By Tweezer the Geezer

So our lily-livered box-scale editor refuses to make any editorial endorsements, just because that would mean choosing among his friends. **Pitiful!** Tweezer doesn't care, so I'll make the endorsements. And besides, since Old Tweezer has been a member of the club since two years before it was founded, I've got a right to do whatever I want, and I know even more about everything than even the guys at IPMS National who are all Officers-For-Life because they know everything. But now for the pick of the Tweezer, my endorsements for TCAH office.

First, for President I endorse Pat Buchanan. He's almost as cantankerous as me, and I respect that. Besides, he wants to be president of something **really, really** bad. Maybe he'll be satisfied with TCAH.

For Vice-President, Bill Clinton can be the only reasonable choice. There's nobody in the country who knows more about vice than him.

Treasurer was a hard call. While Hillary could make us lots of money with cattle futures, Kenneth Lay is the one who best knows what to do when the money starts to disappear, and that's probably more important for us, so he gets the nod.

For Secretary I endorse Osama bin Laden. Sure he's flakier than a 10-year old ESCI decal. But if he's able to keep sending letters to the media months after he's been vaporized by a B-52 strike, he's sure to get the meeting minutes in on time. And if he's unavailable for any reason, we can always substitute Frank Lautenberg.

Of course you'll have your own choices, but because you're not Tweezer, you're sure to be wrong.

From The Trenches

By Merrill Anderson

The editor is proud to announce that a new regular column joining our lineup, written by Merrill Anderson, and giving the sort of coverage to Great War aircraft which we have previously given to Russian and Civil aviation. We look forward to his future columns.

News about WWI modeling fit to print or not!

2002 has been a good year for WWI modelers, and 2003 promises to be fantastic, if only half the announced releases are made. First, a sad note, for those of you who have not heard, J.M. Bruce, whose name is on many of the books on my reference shelf, died last May.

Eduard, the class act of WWI, has released two beautiful 1/72 's the Fokker E.III and E.IV both badly needed since I haven't seen a Revell E.III in years, and that kit was only fair. Eduard's next 1/72, for release at year's end, is the Junkers J.I, I'm fairly certain no injection kit has ever been made for that subject, and it's an interesting one, the J.I infantry support biplane was the best armored type in the war, only two, IIRC, were brought down by enemy fire with over 200 flying during the last year and a half of the war. Eduard also plans to release PE stitching and lacing in both scales, about the same time. For the future, Eduard still has planned, for "someday" in 1/48, two versions of the Sopwith Camel and the SE5a. In 1/72, they plan the Albatros D.III and the Hanriot HD.I.

Emhar, maker of the WWI tanks has released 1/72 versions of their Whippet, and a new A7V, and plans, in 1/35, artillery and figures for both Brits and Huns, in the near future.

Pegasus/Blue Max have done well this year, releasing in 1/72 a kit of the Halberstadt D.II, a subject many have wanted for years. They also have brought out a Bristol Fighter F2b. In 1/48 they announced the release of the "American" DH-4, the Liberty engine "Liberty Plane", the only U.S.



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Presidential Campaign Statement

Many of you already know that I've thrown my hat in the ring for President of TCAH. For those who do not know me very well, allow me to take a moment to give you my background as well as state why I want to run for your Club President. I've been a Member of TCAH since January of 1992. I've built mostly 1/72 scale, but am not limited to that scale or that aspect of the aviation hobby alone. I've participated in helping with TCAH contests and banquets. I've been Club Secretary (1995-96), and Club President for two terms (1996-1997) and have been a co-editor with Dave Pluth in 2000 and I've even contributed a time or two to the newsletter itself. My focus this time around will be basically twofold. Involvement in the club is voluntary, but if you choose to volunteer for a task or position, CARRY IT OUT. If you are unable to fulfill those obligations, then it's up to you to let the club know so they can search for someone else to do it. In not doing so, you hurt your own reputation and the reputation of the club. It's that simple - commitment and accountability. I also want the Club to be involved, as well. I plan to schedule events and request input from the membership, after all it's your club! Reformation and revision is another goal. We need to update our club history, club constitution, club website and get back to holding semi regular business/social meetings with written agendas beforehand so as to attract participation and involvement of the general membership. Notice I said business AND social meeting. It's not all about the business of the club! It's getting to see one another as well as see the hobby rooms, the movies, the shelves of doom, the projects and maybe even learn something new! We are hosting and IPMS sponsored Region 5 Contest in our fair city in 2003 and I believe we will need a well-run club with an involved membership to do just that. Let's make it happen!
~ Johannes R. Allert

Presidential Campaign Statement

After some consideration and reflection, I would like to place my name in nomination for president of TCAH for 2003. I have been an active member of TCAH since 1996, and during that time I have supported the 1999 R5 Regional contest and all subsequent Nordicon Contests, acting as Vendor Chair in all four events. This past year I have served as Club Secretary. From 1999 to 2002 I was the Webmaster for the TCAH website. I also led the bid effort for bringing the 2003 IPMS National Convention to the Twin Cities.

If elected, I propose to introduce the following activities:

1. Incorporate TCAH as a method to protect individual members and officers from any legal actions.
2. Introduce a training program for prospective judges. This could be held during the meeting as an activity using the models brought for show and tell. The advantages from this would be to provide a trained cadre of judges for our Club and Nordicon contests and educate those interested as to what points IPMS judges consider when evaluating a model.
3. A return to 8 business meetings a year (September through April). I propose to run the meetings with strict parliamentary procedures in order to allow all issues to be discussed in an efficient and timely manner.
4. I'd like to actively seek at least two guest speakers a year. These could be from either outside or within our club.
5. Increase our club's visibility in the community by encouraging displays within libraries, community centers and other public venues. These displays can include models paintings, illustrations and summary histories as TCAH is composed of modelers, artists and authors.
6. I will continue to actively support both the club's April contest and Nordicon contest. In addition, I would encourage the club to make a bid for the 2006 IPMS National Convention.

In closing, I have enjoyed my association with TCAH and have made many friendships. I feel my modeling skills have improved by several orders of magnitude by the help and examples from our membership. I would consider it an honor to be your next president and would be grateful for your vote.

Thank You.

- Ken Sallman

Vice Presidential Campaign Statement

Hello, My name is Jim Kaltenhauser and I am running for Vice President. I have been in the club since 1996 and have been fortunate enough to meet just about all of you. I have had the opportunity to be Vice President before during our last Region 5 and feel that I can lend some of that experience this time around. My main goal (if elected) would be to work with Dave G. to update and enhance our current web site. My feelings are that the web site represents TCAH world wide and should represent its members better as well. I am a very open minded person (I try to be) and would like to also explore ways of making the meetings more enjoyable to the members, I know we all talk about it, but I believe it must be a group effort, not the elected officers making this decision.

Thanks

Jim

Vice-Presidential Campaign Statement

My name is Steve Macey and I am running for the position of TCAH Vice President. As I have just returned to the area, some of you may not know me. I am a professional pilot and have been making model airplanes since childhood. I served 24 years in the military, 20 years as an aviator-collecting reference materials for the hobby. I have been a member of TCAH since 1996. While I have never held a TCAH office, I have run several club contests and contributed to the newsletter. Now, why would I like to be the

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VP? First, I would like to help the club be a dynamic organization by encouraging the members to 1) participate in their hobby and share their experiences with fellow members and 2) get members involved in club activities by volunteering to help when necessary to attain club goals. Secondly, I would like to see TCAH maintain and enhance its image in the modeling community as a premier modeling club.
-Steve Macey

Secretary Campaign Statement

I am Bernard Kugel, and I am going to run for Secretary of the TCAH for the 2002-2003 session. I have been a member of TCAH since August 2000 and have yet to miss a meeting. I am currently the distribution editor for the TCAH newsletter and plan on doing so for the next year. I am a member of the Luftwaffe SIG, and the administrator for the TCAH Swap Shop. I plan on having newsletter minutes for every meeting including business and SIG meetings.

Thank you
Bernard Kugel

Treasurer Campaign Statement

I have had this job off and on for several years now. When I took this job last year I planned on keeping it for 2 years, which I feel is mandatory due to the paperwork involved in changing over every time a new Treasurer is elected. I have been a club member since 1972 and have held every office except President (no I don't want the job!). I have the job of Treasurer down to the way I like and would like to continue for the next year.

-Tom Norrbohm

AIRLINE CHATTER

By Terry Love

Delta Airlines lost \$330 million in the third quarter of 2002. The third quarter is usually the most profitable for an airline. It covers the months of July, August, and September. Since most major airlines have loses for this quarter, I do not think that any airline will be profitable this year. That means that layoffs and cut backs are inevitable.

Of the major American airlines, the two that are in the most serious trouble are United Airlines, and U S Air. I foresee United filing bankruptcy very soon, but , with serious "belt tightening", they can and will survive, but surely not in their present form. United lost \$889 million in the third quarter of 2002. Presently, they are losing about \$7 million per day. To slow down these loses, United Airlines will begin laying off 1500 employees. Four of the five major unions at United have agreed to take pay cuts. The mechanics have not agreed as of yet. United Airlines' employees own a majority of the stock. On the other hand, I see no hope for U S Air to survive. They just have too many things going against them. Northwest Airlines will lay off about 1600 more flight attendants. Northwest Airlines lost \$46 million in the third quarter of 2002. Continental Airlines lost \$37 million in the third quarter of 2002. Southwest Airlines had a profit of \$50 million in the third quarter of 2002. Delta Airlines will lay off about 8,000 employees or about 10% of their work force, including the elimination of 1500 flight attendant jobs. America West Airlines lost \$31 million in the third quarter of 2002.

Northwest Airlines will begin service from Detroit to Madrid, Spain on May 1, 2003 using Douglas DC-10 equipment. Northwest Airlines took delivery of Airbus A-319, ship number 3150, on Friday, September 27. It was the 50th Airbus A-319 for NWA. Mesaba Airlines bought Big Sky Airlines of Montana. Big Sky Airlines services 20 cities in 5 states with 15 Metro III airliners, Big Sky has 286 employees. Mesaba has 3750 employees, and a fleet of 116 aircraft.

Out of the Box

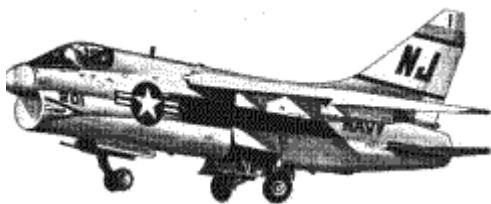
By Pandora

(The following note was found next the victim's body, under a pile of resin dust, empty plastic sprue trees, and used tubes of model cement and filler. The note was recovered by the HazMat team sent to decontaminate the scene. It has been reprinted here as a warning to others to who are tempted to dabble in the Dark Arts.)

To Whom It May Concern,

Do not judge me until you hear the entirety of my tale. It started as a lark. I had some free time and was in the neighborhood, so I decided to inspect the local hobby shop for new releases. (Ha!) As I innocently strolled up and down the aisles searching the shelves filled with dusty boxes, a thought entered my head. How it came to be there, I cannot say, but in light of later events I suspect Satanic forces. That thought was this: Why not just build a kit out of the box? Keep it simple so as not to tax my atrophied modeling skills, and to make it interesting – build something out of the ordinary, something that no one would expect from a person of my discerning tastes. And suddenly, there it was. A kit from an aged, but in its day, respected firm. Probably first molded before I was born, but that box! So shiny! So new! The eye-catching cover art! How bad could the kit inside be? Like any clever modeler, I asked the slack-jawed yokel behind the counter to open the box before I handed over a fistful of hard earned cash. It didn't look too bad just sitting there in its clean new box. And those decals, not aftermarket, but not bad. In fact, they were quite nice. Highly usable. My plan to build a model straight from the box was coming together nicely. (No pun intended.) I should have heeded the sage advice of a close friend who told me to build a "box-shaker", to ease back into the hobby, but oh no, I knew better. Had I known what horrors awaited me, I would have dropped the box and ran. However I

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Spraybooth Logic

The Curious Case of the Internet Modeler

By Dave Pluth

There's a new breed of modeler in town. One to whom the actuality building of models is far secondary to the talking, or more specifically the "typing" about models. In this modeling world, the modelers never actually break sprue. They just talk like they have. Kits aren't reviewed as they are built; they are reviewed "in the box". The kits are still measured, critiqued and insulted, even though they will reside permanently on the Internet modeler's "Shelf of Doom" in the "no hope for building" section. Here's a question that I have about this whole process. How exactly do you measure an unassembled model accurately to determine if it is 2 millimeters or 30 millimeters too long, too short, too wide, and too narrow? How sure are you of your measuring techniques? Are you sure that it won't change at all when you assemble it (like that will happen).

Are all "in the box" reviews evil? Well, no. Many are actually quite useful. If you get nice photos of what's in the kit, what resin and decals are included and maybe a bit of information about the subject and some guides to finding references, it's awesome, but how often do you see that?

Another specialty of the Internet modeler is to insult photos of other people's work. The plane is too weathered, the plane is one shade too dark, or the unit markings that came with the kit are wrong. Huh? I'm sorry I just built the thing out of the box. I should have checked with the model police first, shouldn't I?

What's wrong with the Internet modeler is almost exactly the same as what's right with him/her. If you want a quick question answered about a particular aircraft, you can post on one of the various Internet forums and within a couple hours have a pretty reasonable answer to your question. It's really quite amazing. On the other side of things, you can post a photo of your latest model and receive a three-page dissertation with a list of eve-

rything that is wrong with your model, insults to your friends and family and at least one person asking why you built that enemy plane in the first place.

Another "feature" to the Internet modeler is the race to find fault. When a new kit is released the Internet modeler will race to be the first one to find the first real problem with the kit. This problem can be real or imagined. Something can actually be wrong or it can merely look wrong, it doesn't really matter. All that matters is that you were the one that found that problem. My favorite example is the fellow who threw out the news that the floats on the Tamiya Seiran were incorrect. He couldn't provide any information as to why they were incorrect, at least not beyond the fact that they "didn't look right", but he threw it out there anyway. Well, as it turns out, there really weren't any problems at all with them. However Tamiya had just royally screwed up on the Meteor and modelers simply weren't going to let them forget about that.

So why this new trend in modeling? The answer really is pretty simple. Being an Internet modeler is simpler than modeling. With modeling you actually have to build something and put a piece of yourself out there for the world to see. If you are an Internet modeler, you can simply hide behind a persona, a screen name or a fake e-mail address and insult all you want. You can insult modelers' work, books or new products. You can bitch about kit prices, contest judging and entry fees. The best part about it is you can do it all from the comfort of your big fuzzy office chair.

So, what's my point? Shut up and build something. At least then you earn the right to complain a bit about how difficult a kit was to build and you can point to your example and tell your horror story about what a terrible kit it was and you can do it with a smile.



(Continued from page 3)

built aircraft to see service in the war. They have planned, in 1/72, the SPAD VII, SE5a, and Junkers CL.I, even with the usual short run kit problems, much wanted subjects. In 1/48, BM will release an AVRO 504K, an 'early' bird, that enjoyed a long post war career as a trainer.

From Roden, the new but aggressive kid on the block, the list of releases for 2002 has been nice, (do you really need EVERY version of the Fokker D.VII ?) I admit I DO need every version of the Gotha, and they have planned releases of the G.Va and the G.Vb, the last versions to see action. Also in Roden's hopper are all the Austrian versions of the Albatros D.III, The Albatros D.V and D.Va, early and late versions of the Albatros W.4 seaplane, both Hiss and Wolsey powered SE5a's, and the Bristol Fighter, F2b. For release soon, in 1/48, Sopwith 11/2 Strutters, both two and single seat versions.

Hi Tech, has planned, in 1/48, their versions of the Breguet 14 A2 (the observation version) and the Gotha G.III.

Special Hobby is also getting into the WWI field with two recent releases, the SPAD VII, and the Lloyd C.V, and plans a Sopwith Tabloid.

Aeroclub, the original WWI supporter has plans for several of their accurate kits, in 1/72 an FE8, and in 1/48, a DH-5, DH-9, FE-8, and BE-12, as well as a 1/48 Bentley radial engine (I had to scratchbuild the one on my Snipe)
More to come!

Book News Update

At the October meeting there were several expressions of interest in the new book: "Red Stars 4 Lend-Lease Aircraft in Russia", by C-F Geust and G Petrov, published by Apali in Finland. Not to be confused with the dreadful Midland Counties Red Stars series. Not carried by Roll, Squadron or Usk, the best place to obtain this book is from Articles of War, 3 Rodeo Road, Silver City, NM 88061, 505-534-8840, or www.articlesofwar.com.

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naively rushed home with my purchase, where the glow of novelty soon wore off, and the kit was eventually relegated to the notorious "Shelf of Doom". Shelf of Doom? I have **Shelves** of Doom, and beyond them I have Boxes of Doom! My house is bursting at the seams with Doom! But I digress. After a few weeks the old itch started up again, and the kit saw the light of day once more. I spent a few days fruitlessly searching for reference material. Was the cockpit green, light gray, or black? Oh, well. With the best of intentions, I laid out my tools, gathered the required paints, and opened the box. I ran my fingers over the raised panel lines, examined the one-piece molding that represented the landing gear, and pondered over what well-meaning New Age guru wannabe had put a rock crystal into my model box? The hair on the back of my neck stood up as I realized that what I had at first mistaken for a crystal was actually the kit canopy. For safety's sake, I decided to follow the instructions. I began by painting all the tiny bits. Or at least the two angular slabs resembling a seat and floor that made up the cockpit. With very little loss of blood, I managed to wedge the completed subassembly into one side of the fuselage. Things seemed to be progressing nicely. The first hint of trouble came when I attempted to glue the fuselage halves together. By dry fitting, I deduced that the two halves had been molded in different scales. Undaunted, I glued the halves together, and taking my trusty hobby knife in hand, began to scrape away at the seam. After an hour or so I resorted to #100 sandpaper. In the end there must have been enough plastic on my desk, in my lap, and on the floor to mold another complete model. While admiring the smooth even join line I had created, I noticed that the raised panel lines on the sides of the fuselage contrasted glaringly with the beautifully smooth top and bottom quarters. Burying the impulse to launch my creation directly into the trashcan, I determined to

sort that problem out later. According to the instructions, it was now time to glue the wing halves together. After once again attempting a dry fit I double-checked my scant references to resolve whether or not this aircraft should have been a biplane because the two halves seemed to have no relation to each other. I looked closer at the remaining parts in the box. No, they certainly appeared to be all for the same aircraft. It was about at this point that the instructions went out the window. I next decided to glue the canopy in place, prior to repairing the panel lines. The misshapen mass looked like the first attempt of a 13th century glass blower's apprentice. I cleaned it up a bit with a bench grinder and dipped it in liquid floor wax. When dry, it looked 100% better, but 100% better excrement is still excrement. I dried my tears and glued it in place. After a four-year leave from modeling, for sanity's sake I proceeded to take the next month off. Ultimately I'll buy more sandpaper and filler, fix those raised panel lines and be ready for the painting stage. And, oh dear me, that can mean only one thing. I'll have to face the terror of the airbrush. This sorry mess will eventually make its way to a club meeting, but like any Minnesota construction project, the completion date is being constantly revised outward.

WEBSITE OF THE MONTH

By Terry Love

The is only one website that I want to mention this month. Actually, it is the Yahoo groups on the web. Just type the following:

WWW.YAHOOGROUPS.COM

Up comes a home page listing the thousands of Yahoo web groups. On the home page, you enter what ever you are interested in; be it a ship, aircraft, car, etc. I belong to various airplane groups, like the C-46 Commando, OV-1 Mohawk, etc. You can really learn a lot about your particular area on interest from your fellow members.

You can subscribe or unsubscribe at anytime you want, and, it is all free.

TCAH SWAP SHOP

run by Bernie Kugel

The TCAH SWAP SHOP is a service provided by TCAH for TCAH MEMBERS ONLY. Its purpose is for members to help other members find material for projects and research. To place an ad, please contact Bernie Kugel at: 651-771-3525 or e-mail at: berndye@attbi.com.

For sale:

No submissions this month.

Wanted:

A&V resin parts for 1/72 Hurricane. Will pay reasonable price. Contact Jim Kaltenhauser.

Reference on the interior of the Panzer I. Contact Roger Grauly.

Reference: cutaway drawing or photos showing the camera installation on an early F-6 Mustang. Contact Ken Hornby.

1/48 scale decals of #7 "Bunnie" P-51D mustang 332 FG Tuskegee Airmen. Contact Bernie Kugel

SQUADRON/SIGNAL New Book News FOR 2003

by Terry Love

Jan - Gloster Gladiator In Action

Feb - World War II Landing Craft

Mar- Curtiss C-46 Commando In Action

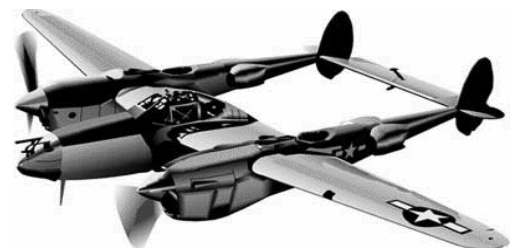
Apr - Lockheed P-38 Walkaround

May Detail And Scale on the Douglas A-1 series

Jun - Lockheed C-130 Walkaround

U S Tank Destroyers In Action

Just a note to say that the March book (the Curtiss C-46 Commando In Action) is written by Terry Love, with lots of great help from fellow TCAH members like Gary Kuhn and Dick Phillips.



Directions to the Club Meeting Location



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

John Roll
Vice President
john@rollmodels.com

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

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

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

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

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

If coming from east Twin Cities on westbound 494:

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

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

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

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

Return address requested

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

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

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

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the editor.