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December 2002



Russian SIGnals

By George Mellinger



Something too many guys in modeling forget - When you really know the truth about something, you're about to be proven dead wrong. That's particularly true if you're working on something obscure, like Luftwaffe camouflage forty years ago, or Russian camouflage today. Always be really tentative cuz new information keeps popping up. And prepare to sand your words and overpaint them. And periodically do a column summarizing what we think we know as of today. For me that means some confirmation of previous beliefs, a few interesting changes, and a couple of provocative hints or questions.

It has always been gospel that the Russians flew their lend-lease aircraft in the original camouflage in which received. And that means basically Olive Drab top and Neutral Gray bottom for US aircraft, and standard RAF finishes for Hurricanes, Spitfires, and a few Bostons, Tomahawks and Airacobras diverted from British stocks and contracts. And of course we know what that was. Right?

Well, as "Mister Airaco-

bra" (somehow that doesn't sound near so neat as "Mister Wildcat"), I'll confess I'm still troubled by the finishes of the VVS Airacobra Is, variously represented as finished in RAF Dark-Green-Dark Earth or Dark Green-Ocean Gray. And contrary to certain gurus, B&W photos are really no clue. Thing is, RAF Fighter Command switched to the latter scheme in August 1941, before British shipments of Airacobras began, but not by much. So the question is, how many of the 158 examples actually received had been repainted, and how many had not been repainted, possibly not even removed from their original shipping crates? My guess is that as soon as the Brits decided to dump their Airacobras on their new ally, they probably suspended the repainting project. So the Russians probably got Airacobra Is in both schemes.

But this still doesn't address the issue of Russians repainting lend-lease aircraft. Now all photos and accounts say they never did this - and at least during the early war period this is correct. During late 1941 and 1942 there was no time to bother with such non-essentials, particularly for equipment not expected to survive more than a few days at the front anyway. And the Olive drab of US types was rather

close to Soviet colors, and the quality of the paint finish was better than Russian paints. And for the most part, ditto for the British aircraft. I found one memoir describing Hurricanes in 1942 being flown to the front still with their RAF roundels, such was the urgency of getting fighters into the air.

However, I have found a number of very interesting exceptions to this rule that lend-lease were not repainted. A first example is the Hurricane. During 1942 and 1943 a number of Hurricanes were transferred to Russia through Abadan from Middle Eastern Stocks, and some of these came in the desert standard Dark Earth & Midstone. But a sandy color was too light for the woods and meadows of Russia and at least some of these aircraft had their Midstone overpainted with Russian AMT-4 Dark Green upon arrival. Russian Green British Dark Earth, & Azure Blue undersides. However, Konstantin Denisov, who flew with the Black Sea Fleet recalls that his regiment received some Kittyhawks in 1943 which appeared to have served previously in the desert because they were an overall sandy color, and apparently they were left that way at the depot. Another non-standard scheme for red stars.

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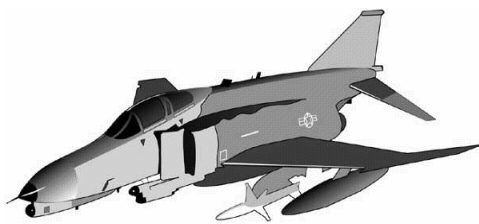
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TCAH This Month

The monthly meeting will be held Saturday December 14 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30 PM. This month will focus on Vietnam era aircraft in honor of the 30 year anniversary of Linebacker II



General Meeting Minutes

November 9, 2002

by Bernie Kugel, Secretary

The November meeting has come to mean two things: Auction and club elections. Our take this year for the auction was \$651.00. Thank you for all those who participated. The elections this year resulted in Ken Sallman as our new President by a close election. And Jim Kaltenhauser is our Vice-President. Bernie Kugel and Tom Norrbohm are both Secretary were elected and Treasurer respectively by run-away results.

In club business, Axel met with Paul Murphy from Battle Hobbies and said he is in poor health.

We have a new member: Gary Anderson, who interest is figures and ships.

Business Meeting Minutes November 2002

No business meeting was held in November. Business meetings will resume in January 2003

From the President

By Ken Sallman

TCAH will be celebrating its 36th anniversary soon. For a hobby club, this is a long time! The reasons TCAH has been so successful are many and varied, but a common theme has to be that the club offers something for everyone and has been fortunate to have members willing to step up and contribute. I hope to carry on this tradition but will only be successful with your help. Last month, *The Aerohistorian's* beloved editor George "the Tweezer" Mellinger offered each candidate an opportunity to make a brief statement of their positions. I responded with some themes and activities I'd like the club to consider for the next year. Obviously, these were my visions and may not be shared by all club members. Some I will introduce, especially the return of a business meeting, but one which will be run as efficiently as possible in order to give all issues a

fair hearing and move on. It's my goal that the business portion of the meetings last no longer than 90 minutes, and what happens after and for how long will depend on your inclinations, the wishes of the host (and more importantly, the hostess) and of course the various municipal, county, State and Federal laws. I am also serious about TCAH pursuing a bid for the 2006 IPMS National Convention (I thrive on rejection). Whether we do or not will depend upon the will of the membership. Other activities I'd like to introduce would be a seminar on judging models per IPMS contest rules, a quarterly member's only "mini-contest" and a return of guest speakers at club meetings.

In order to get your views, I'd like to hold a sensing session at the December meeting. I urge you to come in with suggestions on what you'd like the club to be or to challenge my ideas. I think the most important thing to remember is that the primary purpose of the club is to provide a forum for folks to come together who share a mutual interest for aviation (sorry, I'm not liberated enough to use the word "love") and have fun (it's a hobby, not a career!).

On a more mundane note, we will be holding our next business meeting in January. If anyone would like to volunteer to host this event, please contact me prior to the December meeting.

I thank you for the privilege of being your president and hope we all can continue to make TCAH a great place to explore and share our aviation heritage; and of course have a place to escape our wives for a few hours each month.

TCAH Calendar & Events of Interest

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

This winter is the sixtieth anniversary of the pivotal battle of Stalingrad. In January the Luft SIG will mourn and the rest of us will celebrate by bringing models of Russian Front aircraft, particularly those in Winte camouflage. Further 2003 monthly themes will be posted in January 2003.

Treasurer's Report by Tom Norrbohm

Well this year's auction was a little disappointing this time around. We raised \$653.00 total compared to just over \$1000 last year. I did get some money in the mail from those who had to leave early and couldn't pay, to you I thank you for your honesty! Our balance as of 11/18/02 is \$5899.53. Including Life Members, we have 51 paid members with 36 unpaid. If you do not pay by the end of December, you will be taken off the mailing list and the new club roster in January. If you cannot make the December meeting, send your \$20 check made out to TCAH and mail to:

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

If you have any questions, you can call me at (952) 881-5763

On The Show Table November 2002

Due to the election and club auction, there was no show table at the November meeting. It will resume in December

Contest Calendar

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



Tales From The LUFT SIG by Bernie Kugel

We had our Nov. meeting at our secret location (Jeff Fries' house) on Nov. 15. In attendance were Jeff Fries, Axel Kornfuehrer, Joe Grimme, Bernie Kugel, and the ever so popular Dave Heuffmeier. Bernie brought his recently finished Me-262A-1a collection to show off. We watched the "Hunters of the Sky" video collection, and discussed Luftwaffe topics until 3 AM.

With the holidays in December, we are not having a December meeting of the Luft SIG, But we will have a posting in the Jan. newsletter of the next meeting.

Web Sites of the Month By Terry Love

1 - WWW.FROGKITS.COM
This site shows the complete listing and everything that you ever wanted to know about the old Frog kits from England.

2. WWW.AVIATIONPICS.DE
This site has some great photographs of all kinds of airplanes. Some of the fake ones are really great. Ever see a United DC-10 fly under the Golden gate bridge? This site is highly recommended.

3. WWW.DOUGLASDC-3.COM
Everything that you ever wanted to know about the DC-3/C-47 etc. is here. It has the sound of a DC-3 flyover that (when your volume is turned up) wants to make you duck!!!! The links from this web site are great. You are going to spend a lot of time playing at this site.

4. WWW.HISTORY.NAVY.MIL/
BRANCHES
This is the site of the Naval Historical Center. If you pick the Naval Aviation History Branch, you are in for a treat. Everything that you ever wanted to know is accessed there.

5. WWW.VPNAVY.COM
The is the site of the U S Navy Patrol Squadrons and their histories and photographs. It is all here.

Make 'n Break; A [friendly] Rejoinder by Joe Grimme

Dear Tweezer et all; You are mostly CORRECT, Sir! I don't want to attempt building a case for or against the cost/benefit analysis of this grand National effort. I just want to suggest that the evidence I have leads to a paraphrase of politics: "ALL MODELING IS LOCAL." Tweezer's no 11 cuts were both deep, and accurate. He might realize there are a few other ways to cut it, that I'll share from the front lines. The premise is the same: We want the hobby to grow, to preserve a classic pastime and protect our personal investment in honoring the subjects that we choose to build in miniature. We have a veritable warehouse of talent, but find fewer kids choosing to build the way we did. We can choose to present the craft, and lead by example and successful training.

Yet, in the last two years, as Make N Break guy at Nordicon, I had maybe five customers, not counting the repeat business with the talented Hustad daughters or my sons. Last year, I was handing the kits out to any father who would take them. Maybe it's just the wrong forum, but the program probably has merit. Like many hopeful endeavors, there is no feedback or statistics to go on. I believe it deserves a different effort, that I have pursued locally in the Scouting program. From two years ago, I organized 2 Make N Takes at my Scout Troop and Cub Pack, up here in the far reaches of North Minneapolis. They were very much enjoyed, and I discovered 4 regular modelers in my troop. We look at each other's work, and share the usual ideas, paint, spare kits. I was able to lean on Pat Butler and Brent Theobald to assist, and they can tell you their observations. It was pretty typical, in that we couldn't paint the kits, and they went home to a variety of uncertain outcomes.

Then I learned from one of the parents that we had lit a small fire. They just didn't have the heart to

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Spraybooth Logic Validation!

By Dave Pluth

Oh my gosh, I won an award!!! How cool is this, I took one of my models to a contest and actually won something with it. I rock!!

This was a very special kit, although when I built it, I didn't think it was. I thought it was pretty ordinary. In fact I wasn't even going to bring it to the contest, I was just going to leave it sitting on my shelf at home.

How could I have missed its greatness? How could I deprive the world of seeing and sharing in its splendor, after all it is an award winner! Wow!!

Oh, I forgot to tell you what the kit was. It was an F4F-4 Wildcat in 1/72nd scale with a True Details cockpit set. Yup, that's what it was. It was also a Gold Medal winner baby!!!

You know, I did such a good job that Wildcat that the judges didn't even notice that I had a scratch in the canopy or that the bottoms of the wheels weren't painted or that the seatbelt straps were the wrong color.

You know, if I did another Wildcat, I could correct those things and the kit may be a winner at the regional, or maybe even, dare I say it, Nationals!!! Yeah, I could be a National award winner with my Wildcat.

Hey, wait a second, I could build an entire series of Wildcats. A -3, -4, and -7, an FM-1 and FM-2. I'll change my internet address to wildcat@j-aircraft.com. YES!!! This is sounding better and better all the time.

When I walk into a room, they will say, "Here comes Mr. Wildcat". Yup, that's me. All I have to do is re-build that one kit and fix the things that I know need to be fixed and I'm off and running.

Any of this hit close to home for any of you? Have you ever rebuilt a model that you have already done, one that you may have even won an award for, just to try to recreate the magic? Have you been able to not get over a certain kit? I confess, I have.

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From The Trenches

By Merrill Anderson

One of the bits of good news for WWI modelers in 2002 was the release of MisterKit paints, with carefully researched acrylic colors for WWI aircraft. Another bright spot was Eagle Strike decals, with lozenge decals in 1/72 and 1/48, and a fair selection of markings in 1/48 for several popular German types, hopefully when Eduard, etc. release some more Allied types, they will offer decals for them as well. Techmod has released 1/72 decals for the Gotha G.IV and Fokker D.VII, I haven't seen them, but they are needed, with all the D.VII versions out there. Aeromaster has released a new set of 1/48 "wood" decals including a light and dark, and an intriguing "clear" woodgrain, maybe they got it right this time. FCM has also produced sets of lozenge, and a sheet of Austrian 'sworl' in both scales.

The resin kit scene grew in complexity and quality in 2002, with Ardpol and Airmo releasing several beautiful 1/72 kits, hopefully with more to come. Rosemont, a long time WWI supplier/supporter has released a 1/72 Albatros Dr.1 conversion for the Eduard kit, an offering many should like. Czech Omega, is releasing a series of 1/72 Farmans, historically important French types that have had little publicity and fewer kits, as well as a Morane Saulnier AC, a shoulder wing monoplane that saw limited service in 1917. For the microscope set, SRAM has been releasing major WWI types in 1/144, mostly for wargaming, I suspect, but they should pose an interesting challenge for the serious masochist. SRAM is also planning to release a 1/72 AGO C.II, which will be much appreciated. HR Models, who have produced a number of 1/72 resin kits, of mostly middling quality and accuracy, is moving into the 1/48 sphere, with several early German kits, The Fokker E.I and E.II and Pfalz A.I, E.I, and D.VI (even I had to look that one up). Planet Resin will release a Thomas Morse S4C, America's attempt (and they got

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AIRLINE CHATTER

by Terry Love

Boeing Aircraft will deliver 380 airliners this year. In 2003, deliveries will drop to 275 to 300 airliners.

Vanguard Airlines will be liquidated. Their headquarters were in Kansas City.

National Airlines, based in Las Vegas, has ceased operations, and filed for bankruptcy.

Northwest Airlines has halted printing timetables effective with the October 27, 2002 schedule change. Northwest Airlines will furlough 450 more flight attendants on January 4th. This is in addition to the 370 furloughed on October 31, for a total of 820. This total does not include the 800 flight attendants who volunteered for leaves.

NWA will begin non-stop service on February 13 from Minneapolis to Norfolk, Virginia, MSP to Greensboro, North Carolina, and MSP to Rochester, New York.

Northwest Airlines will begin service Detroit to Quebec City, Quebec, Canada next June 6.

Northwest Airlines donated a Douglas DC-9-10 to Northland College of Thief River Falls on November 16th. The aircraft is completely operational, but it will not be flown again. Northwest also donated to the same College a Boeing 727-100 in 1991. The DC-9 is fleet number 9140, a Douglas DC-9-14, N930RC, msn 45729. It was the 16th DC-9 built out of thousands built. It was originally built for Bonanza Airlines (as N946L), which became Air West, which became Hughes Air West, which became Republic Airlines, which became Northwest Airlines. Its date of manufacturer was December 15, 1965. It flew for 37 years. It had only 72, 100 flight hours on the airframe, but it had 99,400 cycles - almost the maximum of 100,000 cycles design life of the rear pressure bulkhead. It will go on this years tax write-offs.

Northwest Airlines, in the year 2003, will take delivery of 53 new airliners - 9 Boeing 757-300s, 16 Airbus A-319s and A-320s, 6 Airbus A-330s, and 22 Canadian Regional

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pretty close) at a fighter during the war, and used after, mostly as an advanced trainer.

In the injection world, Special Hobby has released their Sopwith Tabloid, and an American and RFC version of their SPAD VII. The Roden Sopwith 1½ Strutter is out, and a review and build, by Tom Cleaver, is available at Modeling Madness. The Roden Albatros D.V is on the bubble, but the Austrian Albatros D.III's are out, as are the W.4 sea-planes. For the future, Battle Axe, the maker of 2002's 1/32 Fokker D.VII, will release a 1/32 Fokker E.III Eindhoven, and Revell is planning to re release their 1/28 Fokker Tripe, SPAD XIII, and Sopwith Camel in 2003. Missed by me in my previous reconnaissance, was Emhar's planned release of a Mark V tank, from Fall of 1917, the standard production version of the rhomboid tank, and the version which equipped the one U.S. battalion, (the 301st) that had 'heavy' tanks. Also missed was Blue Max's planned release of a 1/48 Roland D.VI, I wish a real model company would make one, but Blue Max will do.

In the WWI figure area, Eduard is releasing a 1/16 Manfred von Richthofen figure, PJ Productions has released two resin seated pilots in 1/72, and Czech Master is planning to release two "Flying Circus" figures in 1/48.

Slightly 'off topic', Hasegawa is releasing a multi media 1/16 Wright Flyer for the Centennial of Flight, and Silver Cloud is planning the release of a Hawker Hart in 1/48, the beautiful Hawker BTW two seater. (Classic should make the Hart, it was produced in about 20 different versions)

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But aside from those wrong-colored Hurricanes, did lend-lease aircraft ever get repainted? The answer seems to be "sometimes". In the VVS aircraft would be repainted (except for washable winter temporary white) when they went to the rear area maintenance depots for major overhaul or rebuilding,

where a new paint finish was part of the standard process. and then naturally the Russians would use their own paints which were on hand. And thus, by later in the war it may have happened that some lend-lease types survived long enough to qualify for such major overhaul. Now American shipments might have included quantities of OD paint along with spare parts in the maintenance chain. But quite unlikely for Spits and Hurris. And was the paint available when and where wanted?

We've got some examples. Aleksandr Karmin is reported in a Russian source to have flown a P-39Q finished in overall dark gray upper surfaces and light blue beneath, a standard scheme introduced for Russian fighters during 1944. Credible as a repaint job. And yes, his regiment seems to have flown with mostly Olive P-39s. Then there were the Russian Spitfire IXs, some of which were painted with their upper surfaces in overall dark green and lower surfaces pale blue. Such aircraft were documented flying with an Air Defense regiment at Archangel in 1948. Another example was documented at Leningrad in the spring of 1945 with a dramatic white arrow down the length of its green fuselage.

The green Spitfires raise provocative questions about Soviet manuals establishing the two-tone gray camouflage as universal for fighters from July 1943. This rule may not have been universally applied after all. Perhaps at rear area PVO bases concealment on the ground was still deemed more important than in the air. This has significance for Russian aircraft painting too.

Another curiosity is a line of P-39s standing on an icy strip, seemingly painted with aluminum paint on their upper surfaces. The lower surfaces appear to be painted in standard light blue or light gray camouflage. Aluminum paint was tried by the VVS as an alternative to winter white during the Finnish campaign, and though judged an unsuccessful venture, judging by the photo it might have been tried again.

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Jets (CRJ). 47 new airliners are planned for delivery in the year 2004. NWA had firm orders for 86 CRJs and options for 175 more. They would be operated by Pinnacle Airlines, and maybe Mesaba Airlines.

Pinnacle Airlines (the small express airlines wholly owned by Northwest Airlines) hubs in Memphis. They have a fleet of 43 CRJs. By the end of 2004, they will have added 52 more CRJs. A CRJ costs about \$40 million each.

United Airlines had 8,800 pilots. Both have agreed to a \$2 Billion savings for the airline. It will last for 5 years. The plan calls for an immediate 18% pay cut and wage-freeze for 23 months, followed by 4.5% pay increases in November of 2004, May of 2005, and May 2006. United will also lay off 2,700 flight attendants after the first of the year. That means that they will also cut back on lots of flights, and park some aircraft. The flight attendants have agreed to a \$412 million concessions over 5 years. United has 24,000 flight attendants. United Airlines will cut 9,000 more jobs, and reduce its flight schedules another 6%. United will also park 49 airliners. United Airlines will pull out of Caracas, Venezuela; Santiago, Chile; Milan, Italy; and Dusseldorf, Germany.

The breakdown of a major airline's (like NWA) expenses are as follows:

Labor 38.4%; Fuel 11.6%; Aircraft 10.2%; Interest 3.0%; Spare parts 2.5%; Food 2.3%; Commissions 2.2%; Landing fees 2.1%; Insurance 1.5%; Communication 1.5%; Advertising 1.0%; all other costs 23.7%. Of the total labor costs, pilots are about 31% to 35%, flight attendants are about 13% to 16%, mechanics are about 15%, and management is 10%.

When adjusted for inflation, what a passenger pays to travel has dropped 42% from 1980 to 2001.



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My fascination didn't come with any award, just a simple compliment about a Zero I built. The model did actually win something; although at this point I don't remember what it was and frankly I don't much care anymore. But when I posted a photo of the A6M3 Model 32 Zero (you know the clipped wing Zero) on my website, I got an e-mail from someone who was absolutely struck by it. So struck in fact that they actually went out and built one just like it. Ladies and gentlemen, we have VALIDATION!

How cool is that? Isn't that what this is all about? Or is it about the validation that we get from contests and meetings? Is it a distraction from your everyday life? Is it something to spend our money on?

It got me to thinking about why it is that we do what we do? That is, we are quite a picky bunch who spends hours of time alone in a room, only to burst out of it with a scream when we actually complete a project (yes, some folks actually do that, complete a project that is). We show our models to anyone that we can stop on the street in the hopes to gain some validation and a good old fashion slap on the back. However, the normal man on the street is just bummed that you can't spin the propeller or fly it around the room making airplane noises. No validation to be found there.

We drag our models to contests in order to have people tell us how great they are. We ask folks to be critical in hopes that they actually won't be and just tell us that we are one of the great modelers of our time or at least that our two months worth of effort doesn't stink. We are in a word - Weird.

Weird may be a bit strong, but weird may also hit the nail on the head. Our quest for validation begins small. We start by bringing out kits into the club and putting them on the display table at our club meeting. People gather around making odd noises and pointing at various models. You think this is pretty good and you're really encouraged by it. Nobody has said that your model sucks or anything,

so it must be at least respectable. We now enter phase II, bringing the model to the club contest.

The club contest is really pretty low key. 50-100 models are entered in all shapes and sizes. As you look around the table you notice that your kit doesn't look at all out of place. In fact, you think it looks pretty darn good sitting there. The overwhelming feeling of being "one of the boys" hits you and you realize that you have arrived with your first place finish in your category. OK, so it was the novice category, but it was still a first place.

With that validation firmly hanging on your wall, you decide to press onward. Your local contest is just around the corner and you decide to enter your kit. Once again you go through the ritual of entering your models, filling out all the pieces of paper, diligently writing down each detail and reliving each painful moment of building your model. You smile as you think about each piece, each extra that you put into the kit. You relive where you purchased the kit and at the satisfaction of seeing the hole in the shelf of doom where this kit last resided.

Finally the paperwork is done and it's time to enter (insert suspense trumpets here) THE CONTEST ROOM!!!

Your stomach feels just a bit nervous as you walk through the room. Fear grips you as you approach the table that will be the last resting place for your hopes and dreams of being a contest modeler. As you get near the table, you see four or five models sitting there. The one nearest to you catches your eye. Holy crap, that guy did a 1/700th scale Corsair with a full cockpit and it's perfect! You quickly look around the table for the spot furthest away from this masterpiece (whose display stand is a quarter mind you). You think to yourself, "I gotta hide this somewhere". Sure enough, there is some empty room at the end of the table. There is nothing even remotely close to your model.

You open your box and pull out the model. You carefully set it down on the table. Your heart thumps, and then thumps harder. Then you realize that it's not your heart, it's

the contest chairman tapping you on the shoulder and asking you to move your model into the correct category. Phew! I don't have to deal with that Corsair. I'm now home free baby!!!

The chairman smiles wickedly and points his bony finger towards what is perhaps the most exquisite collection of 72nd scale models you have ever seen on one table. NOOOOOOOOO!!!

You now meekly place your entry on the table amongst the collection from hell and start to walk away. You decide to take the one trip around the table for a final look before you go and try to get lost amongst the crowd. You circle the table several times like a vulture homing in on it's prey, each time picking up your model and moving it to a better spot. Finally you settle on a spot between a reasonably done Corsair and something that you really don't recognize, but you are convinced that you model is better than. Phew, at least now you know that you won't embarrass myself.

You leave the room to go and check out the vendor's rooms. You don't return until judging is ready to begin. With your credit card mortally wounded and your arms full of a new immigrant class for your shelf of doom, you glance casually at the various entries in various categories and you look over to the last spot your model was. IT'S GONE!!! What the

You are now panicking. Someone stole my model! The quick thought of "at least someone liked it enough to steal it" temporarily comforts you, but you are just plain upset now, but not as upset as you will be. You spot your model. The judges have decided to split your category and your model, of course has ended up with the models of some of the best modelers in the country. You know the guys that detail stuff on models that people never even see. Hell, pilots and mechanics never saw some of the parts that these guys put in. Yup, there you are, a guaranteed non-winner. Oh well, at least you got some cool stuff in the vendor room.

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Judging wraps up as you mope around the room. You feel sorry for yourself that your model never got the chance that it deserved. How could they do this to you? How could they?

The awards announcements come and go and your worst fears have been realized. No validation for you! You dejectedly pick up your model and squirm out of the room before anyone notices what a loser you are.

Are you really a loser? Well yes and no. On the upside, you finished a model. You showed it off and lots of people took photos of it. It may have been the only one of it's kind at the show and it may have even been someone's favorite. Heck it may have even been an aircraft that someone's dad flew or it may have gotten some votes for best in show.

On the downside, you were so wrapped up with being nervous about the competition, about where your plane should sit and with how things looked when you lost, you missed a great opportunity to learn.

Had you taken the time to talk with the guys whose models really blew you away, asking them about how they did certain things, why they did some things, about the kits they used, about everything modeling. Not only would you have learned something, you may also have found another like-minded person to share your passion for the hobby with.

Modeling is a solitary pursuit. Rarely do you get together with the guys to model. You get together to eat or to buy stuff, but rarely to actually sit down and break sprue. Here's a perfect opportunity to do this. Now, not everyone is approachable. In fact there are those at shows that have the social skills of a plant, but you never know until you have tried.

So, where does your validation come from? Awards? Contests? Writing magazine articles? The guys in the club? A club meeting? Collecting for your shelf of doom? If you can figure this out you will get a whole lot more enjoyment out of the hobby.

Now, go build something!

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ask for more freebies. Now, I'm making the rounds by smaller groups, called Dens in Cub Language. And my assistants? I'm bringing some Scouts along to help, the ones I discovered earlier. Does it justify the huge expense or effort of Make N Take, Nation-wide? Well, I really wish I knew. I like to know those things. But I see in Scouting Magazine that Make N Take is a paid advertisement. And the parents pay Make N Take for the exercise.

I would never ask for a PhD to lecture kindergarden, and then help with homework. As for our grand hobby, craft, and art; FEAR NOT! Things seem to go in cycles. Ask the model railroad guys. Having reviewed their magazines from the past 40 years, they have handled things differently than the "plastics guys." Who's right; who's wrong? Not the argument. We choose how to split our time and talents, with whatever we can offer to the greatest benefit of our lives, family, and culture. Tweezer has a most esteemed position, earned in every true measure, a place I can only admire. Between us is a huge gulf of opportunity and choices to act that all of us can leverage to maximum gain.

(Continued from page 5)

Perhaps one of the most provocative repaintings may have been some P-47D "razorbacks" which went into service with the 255 IAP of the Northern Fleet at the end of 1944. Photos clearly show such aircraft finished in a two-tone upper surface camouflage, almost certainly the standard Russian dark and light gray with blue undersurfaces. This would have been an unusual instance in which the aircraft were repainted before being sent to an operational unit. Maybe by the end of 1944 things weren't quite so desperate any more and they felt they could take the time.

And what the Russians may have done with surviving lend-lease aircraft after the war is another mystery entirely.

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: bernndye@attbi.com.

For sale:

1/72 Hasegawa Ki-45 Toryu w/ Engine starter truck. Best reasonable offer, contact Goerge Mellinger

Wanted:

1/72 Itareri B-58 Hustler, contact Mark Krumrey

Kit of the XB-70 Valkyrie - any scale/ manufacturer, but particularly the old Lindberg kit, contact George Mellinger.

1/48 Aeromaster decals #48-096 "Fighting Yakovlevs". Will pay up to \$15 for a complete set. contact Bernie Kugel

1/48 Arii/Otaki decals from P-51D kit. Need the British GA-S, and Pacific "Lightning Bolt" US Mustang decals for my project, contact Bernie Kugel

Found !!

At the October meeting, two people sitting on the far right side/center of the room were looking at what appeared to be a 1/48 scale resin kit of a U.S. Navy jet. I wasn't paying close attention to who had the kit, but was sitting near them so saw what they were looking at. After the meeting, while cleaning up, I found both horizontal stabilizers for this kit on the floor beneath the chair of the person who had the kit. I brought them to the November meeting, but no one claimed them. I still have the parts, so if the owner of what I was told is an F-11 is reading this, you can call me at 651-552-0888, email me at KHornby@IKON.com, or see me at the December meeting as I will bring the parts with me again.

- Ken Hornby

Directions to the Club Meeting Location

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

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

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

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

If coming from east Twin Cities on westbound 494:

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

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

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

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

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

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

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the editor.



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2080 Ivy Avenue East
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Return address requested