

The Aero Historian

TWIN CITY AERO HISTORIANS



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June 2002

Ken and Jack's Excellent Adventure



Adventures in Florida

By Jack Mugan

Well, Ken Sallman won the race to see who can get to the Mugan's Bed and Breakfast first. Ken made a trip down for a visit in April to join me in a field trip to the IPMS Regional in Titusville. Dave Wietzel was planning on coming too, but had to cancel at the last minute due to a family situation back in Minnesota.

I picked Ken up Thursday at the airport in Jacksonville, which is about an hour's drive from home. Naturally we hit the Model World Hobby Shop, one of three hobby

shops in Jacksonville, as our first stop from the airport. There are no hobby shops in Gainesville, so this was it, as far as hobby shop hopping was concerned. Ken was justifiably not impressed.

Bright and early Friday morning found us heading south with the top down en-route to the Orlando area. We had decided to hit a couple of museums before we headed over to Titusville. Our first stop was the Flying Tigers Restoration Museum located in Kissimmee. This museum is unusual in that it is primarily a restoration facility, rather than the traditional museum we are all used to visiting. People actually pay to

come here to learn about restoration techniques, and to get hands on training working on the museum's current projects.

Different from other museums, this one has no huge building housing restored aircraft. The office is a small space with a friendly lady to take your money, and has a few items for sale. There are some aviation artifacts; some poorly built old models and a T-Shirt rack of course. There is a Dick Phillips photo on the wall however. The real action is in the hangers and the grounds outside. The price of admission includes a

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TCAH This Month

The monthly meeting will be held Saturday June 9 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30 PM. The display table will particularly welcome models of Float planes and amphibians (newts & toads not included)

TCAH Calendar & Events of Interest

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

July —“Olive Garden Specials”. Italian aircraft

August - “P.O.Ws”. Captured aircraft

September —“Flying billboards” Commercial airliners .

Also Members only AT-6/SNJ contest

xxx

October TBD

November TBD—Club Auction. No Theme.

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

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

Treasurer's Report by Tom Norrbohm

With summer upon us, we are entering our 'slow' time for the club. Modeling takes a back seat and vacations abound. We enter the summer with a balance of \$4249.28. We also gained two more members, one renewal and one new member, bringing membership to 84 members. Our new member is:

Mark Bolton
6890 177th St. N
Hugo, MN 55038

Welcome aboard Mark!

General Meeting Minutes May 11, 2002

by Ken Sallman

The meeting was called to order by President Steve Erickson at 1:30 PM. The meeting was held at Flemming Field in South St. Paul. Had a very large turn out (>50) including three guests:

Mark Bolton
Bill Schenk with daughter
Phil Scott

TCAH hopes their visit was enjoyable and they come again!

Old Business:

The member's only SNJ/AT6 contest will be held at the September

meeting.

New Business:

Skip Nelson will be unable to attend this year's Nordicon. As you all know, Skip has been registration chair for the past 4 years. He will be able to handle all pre-show registration but needs a replacement for the event itself. Jim Kaltenhauser and Dave Gawboy have volunteered.

The Minneapolis Military Figures Club which had met at National Hobby have moved to Phoenix Games located near Bryant and Lake Street in Minneapolis.

Noel Allard brought some very good news that the MNANG museum will be re-opening to the public by late fall of this year. Fencing is being added which will allow the public access without having to go through the gate. The building has been modified with the addition of four rooms and a kitchenette upstairs (where we used to meet).

Jim Kaltenhauser announced plans to move the display case from National Hobbies to our new Flemming Field meeting space. The case been moved to Ken Hornby's place until final details can be worked out with the building's management.

The new TCAH web site address is: www.aerohistorians.org. The site will under new management starting next month; Dave Gawboy has agreed to take over as webmaster.

On The Show Table

This month's theme was “Weekend Warriors”. We had a large turnout of very well done models. Due to technical difficulties (I inadvertently erased the hard drive on my camera) no photos will be available this month.

Model	Builder
P51B 1/48 Tamiya	Tom Norrbohm
Bf 109F4/B	Steve Hustad
P-39Q 1/48 Eduard	Roger Graulty
J8M 1/72 MPM	Jim Kaltenhauser
George 1/72 Tamiya	Jim Kaltenhauser
Caudron 714 1/72 Heller	Jim Kaltenhauser

F-14A 1/48 Revell Scott Hauteur
 Ta 183 1/48 Amtech Steve Jantscher
 Israeli Messerschmitt Bernie Kugel
 F84G 1/72 Academy Johan Allert
 F-51 1/72 Tamiya Johan Allert
 Bf-109G-2 1/32 Hasegawa Steve Erickson
 Ki-84 Dinah 1/48 Tamiya
 (In progress) John Brenier
 Mk I Spitfire 1/72 Tamiya Mark Bolton
 Bf 109E-3 1/72 Tamiya Mark Bolton
 KC-97L 1/72 Academy Mark Krumrey
 C-97 1/144 Minicraft Mark Krumrey

**Business Meeting Minutes
 May 2002**

No business meeting was held in May

**From the President
 By Steve Erickson**

Welcome to June. I keep writing columns, but George is too fast an editor and they arrive too late for the newsletter. We have hit the lazy days of summer and there's not a lot to discuss or business pending so this will be a short column. Left over from April are my thanks to John Higgins for running our club contest. We had a pretty good turnout and some very nice models. Thanks also to those who helped and judged. The attendance at the May meeting was very high and there were a lot of models. There were also quite a few guests so maybe we can gain some new members. Noel had an update; it seems the Air Guard Museum will make a comeback, but it will be sans meeting rooms, so we will be at Fleming for the foreseeable future.

Amtech has released a P-40E in 1/48 scale, which is the previous AMT kit in the E version. It started life as the P-40N, the early model N at that. To make the late greenhouse canopy you had to cut old canopy off the spine. To make a P-40K you had to cut the tail off and the shorter one. I wrote an article

several years ago bemoaning this since the mold was sectional and you could see the join lines. Well, Amtech has changed that and put on the correct tail, so no cutting is needed. Unfortunately it didn't fit and there is a step at the tail. I put this in the column because Amtech has announced on Hyperscale and Modeling Madness that they will replace any defective fuselages. As a modeler and historian I like accuracy and this is a great step by a kit manufacturer. Hats off to Amtech! The address for those who want it is:

Amtech Inc
 5109 Aspen Drive, Suite 1
 West Des Moines, IA 50265
 Attn: P40

Include a UPC label and a return address. I have received mine and Amtech gets an "A" for effort but a "C" for execution. In their defense, they did fix the alignment of the tail, but there are some lumps and rough spots on the fuselage just behind the window. The panel lines on the bottom wing root are non-existent. It will be easier to work with but still not perfect.

Also, Don Soderlund is having his Banzai Bash again, June 29, after 3PM at his place. If you didn't get a map, call him at 763-497-2141.

See you at the meeting

**HELP WANTED
 by Steve Hustad**

One stoic soul to take on the "advertising duties" (flyers, magazine contacts, magazine notices/ads, direct mail effort, etc.) for this year's and next year's R5Con. I've been doing that part all myself (along with much of the rest of the duties myself) these past three Nordic-Cons, but need some help on these next two - it's getting to be too much. So if you'd like to do that part, then please LMK at (952) 949-2119 (weekends & evenings), or weekdays at (612) 349-3566. I can provide MSWord documents and lists to get you 'off the ground'...

Another Nordic-Con task that I'm looking for a volunteer for is lining up people and arranging for our traditional: "Featured Modelers"

segment. Anyone want to hunt down and recruit those excellent modelers among us to put on a little show - at OUR show - for this year and next? If so, then LMK that too at the above listed phone numbers. *OR*, if you have a better/different idea for a way to spice up Nordic-Con (in a modeling way of course) instead of the "featured modelers" segment, then I'm open to those suggestions too - if you want to carry them out that is!. Either way, think it over and please volunteer!

Contest Calendar

- 5-3-2002 thru 5-4-2002 IPMS R5CON Hosted by IPMS/Gateway May Community Center DePaul Hospital Bridgeton, MO. Contact: Mike George Ontrak33@aol.com
- 5-18-2002 Annual Contest Mad City Modelers Verona Middle School Verona, WI Contact: Jim Turek jjtmodel@yahoo.com
- 7-31 through 8-3-2002 IPMS/USA National Convention Virginia Beach, VA Contact: Bill Brickhouse Billbipms478@aol.com
- 9-7-2002 Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad
- 9-26-27-2003 R-5 Con Bloomington, MN Contact Steve Hustad

**President in need of Help
 By Steve Erickson**

Strange as it may seem, I am looking for information on the interior of the Ryan PT-22. There is a lot of info on the web, exterior views and so on, but little on the interior. I did find some photos of the instrument panels, both front and rear, and a partial shot of the left rear cockpit showing some of the seat, side, stick, and pedals. If you have any info you could share, it would be appreciated. Especially the side wells and seats. Photos, articles, or even old line drawings would help.

Free Russian SIGnals

by George Mellinger



This month as a special feature. I introduce you to the world of the Russian Web. Yes, they've got internet access, and some really good sites are beginning to pop up. Some of them are longer lasting, while a few are short-lived. Basically Russian Web is just like the rest of the web, except that most of you won't be able to read it. So don't bother? Let me tell you why you should and how you can any way. First of all a fair number of the sites actually are multilingual - there's a place to click on a flag to select your language, and off you go! As for the other, purely Russian sites - even if you can't read the letters on the screen, you can still click your way through to lots of neat graphics and photos. So you can access visual materials not available elsewhere, and feel really cosmopolitan while doing so. Of course, if you're totally obsessed with only American or only German, or some such, then it ain't worth your time, but then you're also not reading this column either. But too bad, and maybe you should be reading it, because I've found some neat German WWII stuff on Russian pages also.

But there's still that demoralizing problem with the language, and the fact that when you go to one of those pages you get stuff that isn't even Russian- its just plain old cyber-junk. What to do is listen carefully to Komissar Georgii. You may not know Cyrillic letters, but after several Russian web sites, certain recurring patters will begin to look familiar and associate themselves with "good things". Like ??????. That's Foto to you, and it means photos. Click to find your way to the photoarchive, that's the real reason you're there. There may be several other terms like ???????- gallery, they use as well, so click on things. ?????? will take you to the links. As for the cyberjunk. what you do is in the Internet Explorer menu, go to

"View"..."encoding", and find one of the various foreign encoding choices (this also works for Japanese, Chinese, Arabic, and anything else). where you will find several different Cyrillic options. - Your first attempt should be "Cyrillic (Windows)", and if that doesn't look right, then try Cyrillic (KO-18R)". So far I have not found a page that wants one of other options. Then your page will look right, and you can start surfing around for their photo galleries.

Here are my recommended sites: <http://www.vinnitsa.com> This is the Ukrainian AF home page, and an easy introduction. They have an English option, as well as Russian and Ukrainian. So you can try the English and the Russian, sort of as training wheels. Some pictures are in the "Branches of Aviation" section.

<http://www.avia.ru/> Russian Aviation News & information. Also bilingual. Mainly civil. But for airline news, Terry Love could go here to broaden his scope internationally. <http://www.airforce.ru/> VVS of Russia, people and Airplanes. For me it's a great source of information and articles. For us all, its one of the sites to troll for photos. Even in the articles - you'll find illustrations and .JPGs worth clicking to save. No training wheels here, but worth the effort.

<http://www.aviation.ru/> Primarily military site. Both modern and historical. Has some of its materials in English - (be sure to scroll down as well as using the dialog box at the top). Photo section.

<http://aviabvvaul.narod.ru/> The home page of the Barnaul military flight school. They've got photo pages to die for or kill for.

<http://www.knights.ru/> Home page of the Russian Knights aerobatic team. Russian and English.

<http://www.foxbat.ru/> Modern military aircraft, in Russian and partially in English. Photos

<http://foxbatavia.narod.ru/Chechnya2.htm> This is a special sub page of the above. Devoted to the air war over Chechnya.

<http://www.airwar.ru/index.html> Corner of the Sky. Russian and English versions.

<http://legion.wplus.net/> Russkii Sil Russian with an English translation link. Poor translations but you can get the drift.

<http://mikoyan.by.ru/> The MiG homepage. Multi-language.

<http://www.aviation-time.kiev.ua/> One of the leading aviation magazines. Site is bilingual.

<http://www.sinopa.com/davia/index.htm> Russian Long range aviation. some photos in the articles. for those who like badgers and Backfires.

<http://airbase.uka.ru/top/top.phtml> The page of Russian aviation links. Once you've gotten hooked and learned how to do it.

<http://www.m-hobby.df.ru/> M-Khobbi magazine, Russia's best modeling magazine and one of the world's greatest. In Russian.

<http://www.club-tm.ru/> Tekhnika molodezh. Another Russian modeling site - source for information on what's available. English language edition.

www.aviapress.com Aviapress, the big marketer of Russian aviation hobby materials, both kits and printed stuff. One of the slickest hobby sites on the net. My column's inside track. In English.

TCAH Memories

by Tom Norrbohm

June 1989: Member Bill Halverson is the father of a new baby girl, Sara Jean. Bob Nelson's widow Beth, was read regarding the Bob Nelson Memorial Award. Terry Love presented information on travel arrangements to the IPMS/USA Nationals in San Diego, CA. Mark Copeland gave us an update on the newest kit releases. Both the Blue Angels and Thunderbirds will be performing in Minnesota this summer.

The MNANG Museum wants to sponsor a plastic model contest for kids. The subject would be aircraft flown by the Air Guard. The museum would like feedback on this from TCAH. **Officers:** President- Frank Cuden; Vice President- Ed Kueppers; Secretary- Len Peterson; Treasurer- Ken Jensen; Editor- Joe Binish.

Spray Booth Thinking

"Another one bites the dust"

By Johannes Allert

Well by now we've all heard about the death of another Hobby Store. When I mentioned the big sale going on at National Hobby to Mark Krumrey a couple weeks ago, his reply was "Uh-Oh". It turned out to be a prophetic. As I look back on the old TCAH newsletters of just a few years ago, I see all the ads for hobby stores on the back page. Now there will only be two – Roll Models and Hub Hobby of Little Canada/Richfield.

Like the Aviation Museums that once dotted our Metro Area, they have fallen by the wayside one by one. There has been no single reason why hobby shops have fallen on hard times. Some tried to be all things to all people. Some were managed by individuals who attended the "Enron Management School", or the "Piss Poor Customer Skills School for Grumpy People". We, in part are responsible. Many a time we merely window shop and then go buy it somewhere else for less, then ring our hands when we find out that the shops go under.

For me, getting together with the guys and making a day of it by hitting the shops in the area followed by lunch at a good restaurant was as special as it was fun. Why? Because I spend 40-50 hours each week working hard doing things for other people and this was *MY time*. I find, as I get older, I appreciate the intangibles more. Even though this hobby is not a "team sport", we are still social beings and enjoy going to special places where "everybody knows your name". Individuals like John Nordling, John Roll, Ron & Dave "Huff Daddy" as well as a few others come far and few between in the Hobby World. We need to take time to say "Thanks" for being there for us. So what can we do besides pick over the carcass of National? That's a tough question in this day and age of Marketing Warfare that has truly turned global. I guess the answer would be to shop wisely and be thankful for what we have

J-Aircraft News

By Dave Pluth

Geez, it's June already! As most of you know that means it's time for the Banzai Bash out at Don Soderlund's house. This will take place June 29th and if you are interested, you should call Don for details.

As there isn't a lot of J-news this month, I thought I'd write a review of a book that I recently picked up that has to do with those that fought against the Japanese (note the link to J-news) but nothing Japanese directly. The book is called "Victory Roll! The American Fighter Pilot and Aircraft in World War II" by William Wolf. The 464 page book is published by Schiffer Military History Books (you can get one from John or Axel, the retail price is \$59.95 but they both sell at a discount). This truly is a strange and interesting book. The approach is somewhat different than most books and the variety of subjects is incredible.

Chapter One starts with Army and Navy pilot training. This covers everything from the daily schedule of a trainee to their pay. The chapter also gives a very good overview of the various training aircraft used by both services.

Chapter two talks about various aspects of fighter aircraft design. This is an overview with discussions ranging from different types of armament to the various engines that were available when the fighters were designed.

There is a short chapter about combat tactics followed by a chapter on the various types of missions flown in each of the theatres of war. This includes living conditions on carriers, on the islands of the PTO or during the winter in the ETO.

There is a rather lengthy chapter about how victory credits were given in the various theatres and the "ace races" from the various theatres. While there's nothing particularly groundbreaking here, it is

left! As the TCAH motto goes....
"Support those who support us".

interesting reading. This is followed by the first American Victory stories. This chapter walks through the first victories of the war for the various services in various locations.

The eighth and ninth chapters are really the highlights of the books. The author walks through each type of fighter for each service. Yeah, big deal, right? Well, as the title implies (First Victories, First Aces, and Top-Scorers) has complete lists for each aircraft of the First victory, the story of what happened that day and the type of aircraft that was shot down. He also tells the story of the first ace(s) in that type of aircraft as well as listings of the top scorers in each type of aircraft. There is also a description of the aircraft and also a very nicely written description of what it was like to fly the aircraft by one of the Aces that flew it.

The last half of the book covers night fighters (tactics, aircraft etc), aces in multiple aircraft (2,3 or 4 different types), multiple war aces, Aces in a day, Fighter Bombers & TAC R, and Photo Recon Units, Piston vs Jets, Lasts (victories, aces, battles etc) and Top Squadrons and Groups.

There's so much more that it's hard to tell what folks may be interested in. Needless to say, this book is a must have for any aircraft or aircraft trivia buff. The amount of information that has been collected and presented in this volume simply must be seen to be believed. To cut to the chase, you should buy this book. You won't be disappointed.

We need Your Help!

From the Editors

So do you like what you've seen so far in the newsletter? Well, we need your help for it to happen.

To put it simply, WRITE SOMETHING! We need your articles for the newsletter to keep going!

If you're interested in helping out, drop us a line at melli004@gte.net.

The glorious full-color edition can be found at <http://www.aerohistorians.org/newsletter>



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guided tour, but you are allowed to break off and explore on your own if you want to. The tour was interesting, but a bit slow, so Ken and I started poking around.

The projects underway at this time were very impressive. The biggest being, a B-17 that looked as if it were started from scratch, even though there were enough parts laying about to build several more. I was amazed how they were able to even duplicate the canvas covers inside the wing leading edge intakes. It must have looked just like that at the Boeing factory.

There was a F4U in the back room that was a year away from completion, but looking well along nonetheless. Ken was busy snapping shots of the wing-fold, muttering about how much more detail there is compared to the resin detail sets.

The newest project was a P-38 in the early beginning stages, which consisted of various piles of scrap parts, only barely identifiable as aircraft parts, giving you some idea of how little they have to start with at times. Also there was a P-40N Fuselage against the back wall, no doubt another future project.

We were told these projects sometimes come to a stop when the person who is paying for the project runs out of money. Then, often as not, someone else comes along with more money, and the project continues once more. When finished, an air-worthy P-38 can easily bring a seven-figure price.

There is one large hanger where most of the restoration work is underway. Narrow paths serpentine between huge stacks and bins of parts, as well as other aircraft in various stages of restoration. This area can keep you browsing for

quite a while. Outside, behind some of the other buildings, there is an immense junkyard of engines, wings and fuselages just lying about. It was fun trying to recognize all the different aircraft represented in all the clutter. I can just imagine someone yelling, "Go out and find me a right landing gear for a.....".

Across the field are several shelters that house aircraft that travel to various air shows around the country. There were several AT-6s in the shelters during our visit, and we had just missed the P-51 Mustang, which took off just as we arrived, complete with the familiar Rolls Royce music of course.

Also parked around the field were future projects including a MiG, a Phantom, a B-25, an Avenger, a O-1 Bird Dog and a Crusader. In a nearby small hanger, sits a replica of the Gilmore racer, one of two built here. The other example resides in the Crawford Museum in



Cleveland, according to the gentleman who is responsible for it's maintenance.

Another small hanger was occupied by a couple of guys who were building a PT-16, or maybe 17. They were funny guys, and took the time to explain the various differences in this line of aircraft. They said they worked on this project every winter, and were getting ready to head home once again.

Finally getting our fill of restoration projects, we moved on to yet another museum in the area about a half hour's drive away. This is the Kermit Weeks Fantasy of Flight Museum located just a little south of Orlando. Kermit also has another museum located in south Miami, but has moved many of the aircraft to the north location after hurricane Andrew damaged several aircraft.

Ken and I had lunch in the termi-

nal café, which is done in the same art deco decor prevalent in the early days of the airline terminals. The food was good, especially their pies, and the view of the grass airstrip was priceless. It wasn't hard to imagine what it must have been like to travel in those pioneer days of commercial aviation. Of course, there is also a small gift shop located right across the way from the café.

This museum is more along the traditional lines, with aircraft displayed both inside as well as out. However, the entrance to the static displays requires that you travel through several dioramas representing highlights of the history of flight. The first has you parachuting from a C-47 into the night. Another, puts you in the trenches during WW I, and still another allows you to board a B-17 which is undergoing an engine change at night.

Once into the main display area, you'll find a wide selection of aircraft on display. You'll find everything from the huge Sunderland seaplane to the smallest of trainers. There are two hangers, each with a balcony, so you can get a top view of the aircraft on the floor, and of the planes hanging from the ceiling as well. The aircraft are complimented with many displays of engines, a variety of gun turrets, cockpits, and several films.



On this particular day we were fortunate to have Kermit Weeks giving a talk about one of his aircraft, the Fiesler Storch. Not only did he give an entertaining talk about this unusual plane, he then fired it up and took to the skies. He made several passes to show off its STOL characteristics in flight as

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well as the very short landing and take off. Once on the ground, he continued to take questions from the crowd.

After everyone had a chance to meet and speak to Kermit, they were then invited over to the restoration facility, located in a nearby hanger, and not part of the regular tour. We were introduced to his restoration staff. They took us through each of the projects currently in the works starting with the P-35. (This was pretty cool). It was really obvious these guys loved their jobs and were having a ball.



Outside, there were only three planes on display. There's a Connie in airliner markings, and a B-24 and A-20 in WWII colors. I assume they were flown in once upon a time. There is also a Standard Bi-plane on the ramp, complete with a pilot in barn-storming costume, which will take up to four passengers for a twenty-minute flight around the area for \$49.95. Not a bad deal. I failed to get Ken to go up.

Other attractions at this museum include several simulators, more dioramas, like a crashed Zero, and an observation window to another small restoration area. Having done all we could here, we left this great museum and once more headed north toward Titusville and the Cape Kennedy Space Center.

The contest itself was great. There were plenty of models, a nice well-lighted facility and a pretty good vendor room. More importantly, we found a good restaurant close by with a good buffet. We did notice a lot more jets on the tables, probably because of the nearby Naval bases, but there were no WW I models to be seen anywhere.

The only constructive criticism I could offer is that it could have just as easily been a one-day affair.

After lunch, Ken decided he needed to dip his toes into the Pacific Ocean while we were so close, so we headed off in search of a beach. What a great day it was to be tooling along with the top down, the launch towers from the Cape seemingly within touching distance off to our right, the sun shining brightly and two guys who were very thankful that they were nowhere near any snow or cold weather. Life was good. We eventually found the beach and Ken got his wish.

But wait, there's more! On the way back to the contest, we took a small detour to see one more museum. Located right down the road, right next to the Astronaut Hall of Fame, was a War Bird Museum devoted to Naval subjects, and was quite a pleasant surprise.

Once again, there are aircraft both inside and out. The indoor aircraft included a Wildcat, a Tomcat, an A-6, an A-7, Voodoo, plus several others. Outside there was a MiG, a Phantom and an F-8 Crusader, in the middle of a fresh paint job. In the restoration hanger we



found an Avenger, a C-47 and a Panther Jet in various stages of completion. Back inside the main hanger, there is the usual gift shop, as well as a large collection of models and other aviation related memorabilia.

The contest finally wound down it to the awards. As my name wasn't called, we packed up my stuff and headed out to the parking lot. Our plans called for us to head over to the Cape next, but as it was getting late, we decided to save that for the next great adventure. So we

pointed ourselves back to Gainesville and a nice dinner, before sending Ken back home to face winter once again.

Sharon and I really enjoyed Ken's visit and are hoping to see some of our other TCAH friends who may find themselves in the area, or just looking for a change of climate. We miss you guys, but not the weather.



New Squadron/Signal Books for This Year

by Terry Love

July - *M-26/M-48 Tanks In Action Operation Enduring Freedom - Aircraft From The War On Terrorism*

August - *F-2H Banshee In Action*

September - *F-15 Eagle In Action He-111 In Action*

October - *Lockheed U-2 Spyplane in Action*

On Deck - USS Lexington Walk Around

November - *F-105 Thunderchief In Action*

December - *Junkers Ju-52 In Action*

Unfortunately my book on the Curtiss C-46 Commando did not make the list because of too many World War II subjects and potential new kits coming out, but it will next year. Also, they wanted to get in the Enduring Freedom book in the line-up because it is so current. Anyway, the new list looks very good with the subjects chosen.



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 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.

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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