

# The Aero Historian

TWIN CITY AERO HISTORIANS



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January 2003



Spectacular Tamiya 1/48 scale Fairey Swordfish by Scott Harvieux. Shown at the December TCAH meeting. The definitive retort to all those philistines who have ever dismissed modeling as a pastime for "kids". Let's hope we see Scott's work on our show table more often.

Photos by Steve Jantscher.

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## TCAH This Month

The monthly meeting will be held Saturday January 11 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30 PM. This month we observe the sixtieth anniversary of the pivotal battle of Stalingrad. The Luft SIG will mourn and the rest of us will celebrate by bringing models of Russian Front aircraft, particularly those in Winte camouflage. Both Russian and Axis aircraft are included. And as our president indicates in his letter, there will be important matters to discuss.

## From the President

By Ken Sallman

This is a reminder that January's meeting will kick off our first judging seminar. If you're interested in learning more about what constitutes a "properly built" model (as far as IPMS is concerned), you'll enjoy this series.

Pat Butler has volunteered his home for the site of January's business meeting. Time and directions will be announced at the January general meeting.

Last year it was decided that TCAH would change the banquet from an annual event to one held every five years. As the next banquet will not be held until 2007, we need to decide how to recognize members who have excelled in modeling, writing, research and service. Think about this and we can discuss it at the next meeting. Regardless how this is handled, we need to nominate those members who have contributed to the club last year. These nominations will be held at the January meeting.

Our beloved Vice-President, Jim Kaltenhauser has volunteered to head the quarterly or semi annually mini-contest to be discussed in the next business meeting. John Higgins has announced that he wishes to retire from running the annual members only contest and unless someone steps up to take his place, that event will be cancelled.

As promised, here is the proposed agenda for the January business meeting to be held on either the 17<sup>th</sup> or 18<sup>th</sup> depending upon Pat's decision:

Any new business introduced by members

Venue for Awards ceremony to be held in March

Update status concerning TCAH's incorporation

Member's Only Contest (yearly, semi-annually or quarterly)

Set date to hold elections for Nordicon Chairmanship position  
2006 IPMS National Convention Bid (all weapons will be checked at the door). [You can take our x-acto knives and guns, but you can't take our teeth! - ed.]

Finally, Mary and I want to wish all of you a blessed Christmas and happy New Year. I hope all of you are enjoying time with family and friends.

## General Meeting Minutes

December 14, 2002

by Bernie Kugel, Secretary

Ken Sallman called his first meeting as our new President. We had a guest and possible new member, Larry Donovan, who is getting back into the hobby after a long absence.

In old business, Steve Hustad talked about R5 as his last year of Contest Chairman. John Higgins is stepping down as the head of the club contest. Jack Muga's Mom passed away recently, we offer him and his family our sympathies.

In new business, John Roll talked about the new Trumpeter kit his is receiving most of them with a price tag of over \$100 (ouch). We have 70 paid members in the club for the next year. We need to pay our annual rent to Fleming Field. Our new President wanted us to come up with ideas for this next year for the club. We discussed having a contest judging class, with Steve Hustad and John Higgins as instructors. John Higgins also is planning on putting in a monthly article about judging in the TCAH newsletter.

Monthly themes, mini-contest, and challenges in the next year will be discussed at the next business meeting on Jan 17, or 18, place TBA. That is all.

## Business Meeting Minutes December 2002

No business meeting was held in December. Business meetings will resume in January 2003. The January Meeting will be held at Pat Butler's home, at a date and time to be announced at the general meeting. Come decide the fate of TCAH, drink up all Pat's beer, and get greasy fingerprints all over his best models, improving your chances to beat him at the next TCAH modeling contest.

## Treasurer's Report by Tom Norrbohm

As of 12/22/02, we have 73 paid members including Officers and Life Members, with 18 unpaid. In looking over the names of the unpaid members, none of them are 'regulars'. A 2003 club roster will be available at the January meeting at the earliest, February at the latest. Our balance as of 12/22/02 is \$6284.88.

## Contest Calendar

- |              |  |
|--------------|--|
| 2-22-03      | Zumbro Valley Scale Model Contest<br>506 1st Ave. North East<br>Rochester, MN<br>Contact: Geeorge Romano<br>507-281-4175<br>romano@infonet.isl.net                                 |
| 3-22-03      | KC-Con Model Contest<br>IPMS Great Plains<br>Holiday Inn<br>8787 Reeder Road<br>Overland Park, KS<br>Contact: Darren Roberts<br>913-782-1159<br>Darren.roberts@ipmsgreatplains.com |
| 9-26-27-2003 | R-5 Con<br>Bloomington, MN<br>Contact Steve Hustad   |

## New Information Source

By George Mellinger

I have just learned of another source for color photos documenting details of aircraft, taken with the modeler in mind. Bob Banka of Bob's Aircraft documentation contacted me about possible photography in Russia. In thanks for my advice, he sent me a sample packet of his product, a Yak-9 on display in California. I was impressed, and promised I'd share the news. Bob claims to have the largest collection of aircraft photos (about 400,000) in the world and may be right. His 272 page catalog list of "FOTO-PAAKs" runs over 150 pages. The Catalog also includes 3-view drawings and some articles. Also available are scale drawings. Prices seem to range from only a few dollars up to the Fifty dollar range for larger

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## On The Show Table

November 2002

Members made up for their lack of activity in November with a table that was unusually rich both in quantity and quality of models!

Beginning with the 1/72 "Craftman's scale kits:

Frank Cuden:  
Sword Grumman Goose-

Steve Hustad:  
Italeri Hs-129B-2

Jim Kaltenhauser:  
Sword Stinson L-5  
Azur Martin Baltimore  
A Model Yak-1

George Mellinger:  
(after a long dry spell)  
Italeri Spitfire LF IXE  
Hasegawa P-40N  
DML MiG-17F NVAF

Ellis Nelson:  
Fujimi Sikorski SH-3A  
Fujimi Kamen SH-2F  
Airfix OV-10A Bronco

Skip Nelson:  
F-190A-4

And in the 1/48 "Ophra" scale:

John Eian:  
Monogram F-4E Phantom II  
Monogram F-4J Phantom II  
Monogram F-105G  
Smer MiG-17F NVAF

Scott Harvieux:  
Tamiya Fairey Swordfish  
(see page 1 for photos)

Bernie Kugel:  
Monogram Me-262  
Tamiya Me-262  
DML Me-262  
Hasegawa BF-109G=2

And the 1/144 "Optivizor" scale:

Tom Norrbohm:  
Eduard Ju-52/m3

And finally in the mystery scale:

Steve Jantscher:  
Japanese E-767 AWACS

Noel Allard:  
5 unidentifiable beer-can airplanes, which the editor believes to be in actual 1/1 scale - and he has seen many a flying beer-can in his time.

We dare you to do even better at the January meeting.

## Web Sites of the Month

By Terry Love

1 - WWW.AEROFLOT.ORG This is the website of the Russian Airline Aeroflot. They are finally coming out of the stone age with their equipment (Boeing and Airbus), and they now have this website. Sure, all airlines have websites, but this one is Russian.

2 - WWW.SKYRAIDER.ORG Most major aircraft have their own websites. This is the one on the A-1 Skyraider, and it is one of the better ones. Here is everything that you want to know about the Skyraider.

3 - WWW.AIRLINEMEALS.NET This is a unique website. It rates inflight meals of all of the world's airlines. It has a great section for photographs and passenger feedback. Actually, this is a pretty good website.

4 - WWW.AERO-NEWS.NET This is a very large and involved website. It gives all of the up-to-date daily aviation news from around the world. Military, Civil, Airlines, Private - it has it all!! In fact, this is the site that I get a lot of my data and information from for my other TCAH column in the newsletter - Airline Chatter. This one will take some time to surf on, so be prepared.

5 - WWW.FLYARMYAIR.COM This website gives you everything that you want to know about the history of U S Army rotary-wing aircraft. It has some great photographs - old and new. I highly recommend it. Some of the color schemes here are great.

6 - WWW.GLOBALSECURITY.ORG/MILITARY Just check out this website, and tell me what you think of it. You'll love it!



## Intimations of Mortality

by Tweezer The Geezer

So my last letter was something of a mental nouggy. From Warner-Robins to Robins-Warner, everyone has their shorts in a crack because I slandered Fake-n-Take, thereby condemning our beloved hobby to premature extinction. Yeah, sure, whatever.

I've been building plastic models since before there were plastic models - my very first, and nearly my very last, was a Strombeckr F-86 Saber, all of balsa except for a plastic canopy, which probably makes it a "mixed-media" plastic kit, decades ahead of its time. And from its very birth our hobby has been in the hospice on life support. Or so we hear from those who fear it's true and those who wish it were. After fifty years, you think people would have something better to worry about, like "Are these damn wingroots gonna eat a whole tube of putty?", or "Are the decals gonna sliver on me again?". There's a lot wrong with our hobby, and a lot that threatens it, but on the horizon I see only the Shelf Of Doom and not the Tar Pit of Extinction. Back in the Fifties, there were maybe half a dozen kit companies, Revell, Aurora, Monogram, Lindberg, Hawk, a few others. In England there were Airfix and FROG, but they didn't export, and there was no hobby or industry in Japan or anywhere else. And while production quality (fit, flash, etc.) was not bad, accuracy and scale were unimagined concepts. And there were no swastikas on your Lindberg Stuka. (Oh **No!** Was it really so barbaric Grampa? *Gross!*). And no aftermarket industry at all. No decals, no resin, no metal-etch, The *horror!* The *horror!* And even worse...For paints there was only Pactra in about a dozen glossy generic colors. (How did you *live* Grampa?) And to get this crap we had to walk ten miles to the local toy store, through the snow in our bare feet even in summer. And furthermore, plastic modeling was not something considered really cool and fashionable, done by all the coolest guys in

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## Memories of the The F-4

by Robin Olds  
Brig Gen, USAF (Ret.)

*(The following was submitted by Dick Phillips, who received it via E-mail from Robin Olds, whom he met during the course of his photography expeditions.)*

Like a brooding hen, she squats half asleep over her clutch of eggs. Her tailfeathers droop and her beak juts forward belligerently. Her back looks humped and her wing tips splay upward. Sitting there, she is not a thing of beauty. Far from it. But she is my F-4, and her nest is a steel revetment, her eggs 6, M-117, 750-pound bombs. This avian has fangs? Very unbirdlike. hey nestle under her belly and cling to her wings. She is ready to go, and so am I.

She receives me and my backseater, and we become a part of her as we attach ourselves to her with straps and hoses and plugs and connectors. A surge of juice and a blast of compressed air and she come alive. We are as one, tied together, the machine an extension of the man, her hydraulics my muscles, her sensors my eyes, her mighty engines my power.

She screams and complains as we move through shimmering heat waves along an endless expanse of concrete. Final checks then her nose pointed down nearly 2 miles of runway, and we are ready. Throttles forward, then outboard THUMP, THUMP, the afterburners kick in. Now my bird roars and accelerates rapidly toward her release from mother earth, leaving a thunder behind that rattles windows and shakes the insides of those who watch.

I look over at my wingmen as we climb effortlessly toward rendezvous with our tanker. All is well with them, and I marvel again at the transformation of our ugly duckling into a thing of graceful beauty, yet she's business-like and menacing, thrusting forward and upward with deadly purpose.

Refueling done, we drop off and lunge forward, gathering speed for

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## AIRLINE CHATTER

by Terry Love

U S Air cut another 2500 jobs. They have already laid off 15,000 employees out of 46,000 employees since September 11, 2001. U S Air has agreed to keep 245 airliners in their fleet. Presently, they are down to 279 airliners, and are going to park some more after the first of the year. In 2001, U S Air lost \$2.1 Billion. The Tampa. Florida maintenance base was closed as well as an Orlando, Florida reservations office.

United Airlines will lay off 320 more pilots. This will drop their total number of pilots down to 8,250. The total laid off will be about 1200 pilots. United Airlines loan guarantee was rejected on December 4, 2002, and on Monday, December 9, 2002, United Airlines declared bankruptcy. They have 83,000 employees 1800 flights per day, and they carry about 180,000 per day. All will become smaller. United Airlines has been losing about \$1.8 Billion this year after losing \$2.1 Billion last year.

American Airlines will lay off 1,100 more flight attendants. American has about 12,000 flight attendants. American Airlines is now the world's largest airline, as its closest competitor, United Airlines, shrinks more than American. American Airlines plans to drop its schedule by 4% after the first of the year.

Boeing has cancelled its Supersonic cruiser airliner. Boeing will build a lot less airliners in 2003, so they have sold one of their manufacturing plants in Spokane, Washington. Boeing does predict that growing Latin American and Caribbean economies will need more than 2100 new jet airliners worth \$107 Billion over the next 20 years. Growth is pegged around 8% annually.

Traffic between North America and South America will grow about 6% annually. Latin America to Europe will grow around 5% annually. The world's average is expected to grow 5% annually. Boeing says that single aisle airliners like the 717 (DC-9), 737, and the 757

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## Here Come De Judge Basic Contest Judging by John Higgins.

In September of 2003 the TCAH will host the IPMS Region 5 convention. The main event for most modelers will be the model contest. Since the R5 will be an IPMS event the contest will be judged according to IPMS guide lines. Judges for the contest will be recruited from the membership and contest participants in the coming months and during the convention.

This is the first in a series of articles, which will run in the TCAH newsletter between January and September on the topic of judging model contests. Along with short judging seminars after the monthly club meetings Steve Hustad and I hope that anyone who would like to judge the contest will feel confident to do so. This months article will be general information. Future articles will deal with specific categories. The following is from the IPMS competition handbook:

The IPMS contest, at whatever level, must be guided by the proposition that every modeler's work is a creative work of art. No, not quite the same as a great painting or a famous musical composition, but art none the less. Pieces of plastic (and now other stuff too) are assembled, painted, and finished, producing a result in which the builder can take pride. Measuring those products one against the other is not intended to "slam" one at the expense of the other. Moreover, we rank order just the models entered in any given contest. That's why there is no National Standard. The best model in any category or contest is just that: no more no less. You may have others at home that are better, or you may have seen better elsewhere, but none of that matters. We're looking only at what's present on the contest table, and the final result of the judging says only that, of the models entered in this particular category on this particular day, this one's better than that one. IPMS accomplishes this ranking or judging by using three person teams. We aim for

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## Russian SIGNALS by George Mellinger



We all have different fetishes, though how we get our individual obsessions is unclear. For some its legs and bottoms. For others, big breasts. There was even a White House advisor not long ago who had a thing about feet! How? Why? I don't understand my fetishes either. But they happen to be greenhouse canopies and ball turrets. Maybe that's why I write for The Aerohistorian instead of Penthouse. Anyway, it guarantees that one of my earliest favorite aircraft was the Grumman TBF. Also the Defiant. Of course I never had to go to war in either. But it was natural that I would develop an early crush on the Sukhoi Su-2. This single radial, two-seat, light bomber with a ball turret entered Red service in 1941, just before the invasion. Only 893 examples were built early in the war, before being phased out in favor of other types. On the first day of the war the Su-2 provided Aleksandr Pokryshkin his first aerial kill because his regiment had not been informed of their existence. Flying in tight formation, the Su-2 did about as poorly as one would expect. It also known as the aircraft flown by the only woman pilot to conduct an air-to-air ramming attack. But later, when operating in small, open formations or individually, the Su-2 proved that its 4 wing-mounted guns and lengthy wingspan with high lift coefficient gave it great maneuverability and unexpected survivability. A puny bomb load could not be overcome, but as a reconnaissance plane or artillery spotter, it did yeoman service, and a number of Russia's premier bomber pilots saw early combat in the Su-2. And its greenhouse and



ball turret fascinated me - of course.

So naturally, when I saw my first Su-2 kit back in 1994, I went up against the display counter like a pooch. It was one of the first nameless, post-Commie, Russian efforts. And when I got it home and began work, I discovered why it was nameless. Since late in 1994, this kit has sat 90% complete on the shelf of doom, awaiting transport to the shelf of Darwinian extinction. When ICM released its 1/72 scale Su-2 a year or so back, I had hopes, tempered with dread memories. For months it sat, not on the Shelf Of Doom, but rather like that beauty sitting ahead of you in Eleventh grade English class, that you're afraid to approach for fear of rejection. Unlike Barb, I finally mustered the courage to approach the ICM Su-2. And was rewarded. Yes, it needs some putty at the wingroots, but it goes together with few heartaches, and even fewer if you pay careful attention to the plans and parts before assembly. I do recommend that you do the complete landing gear assembly and install into the wings before cementing the top & lower wing halves, but that's not essential, just better. If there is a problem, it has to be the ball turret, which must be assembled out of three separate pieces of clear plastic and three regular pieces for the machine gun, mount, and gunner's seat-sling. the Clear plastic just doesn't seem to like either bottle or tube glue, or even the new Testor's special clear parts glue. And of course superglue is a risk to clear parts. Elmer's works, but these six parts gave me hours of entertainment for my money. Next time, painting the frames before assembly might prove helpful. Still, the kit went together nicely, looks good to my prejudiced eyes (remember my fetish), and provides a good excuse for the AMD decal sheet, which I heartily recommend. As for the Eduard paint masks - about as useful as a dead garden slug, and an almost unused example will lie in shame on this month's "free table", while the ICM Su-2 model sits proudly on the show table.

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school. It was sorta geeky, and if a cool guy did it, he was rather quiet about it.

Now take a look at the Rollmodels and Squadron catalogs. Then reflect that there are many companies whose kits are carried by neither of them. And admit that there are more companies doing supplementary products than kits. Is this a hobby which is dying? Then *what* by your judgement would constitute health? Government mandated and subsidized universal modeling with federally imposed standards? And supervision by all the PC-weenies. Yes, Accurate Miniatures died - for a number of reasons. But companies have been going out of business for fifty years, some because they produced kits of no quality, and others because they produced kits of such excessive quality as to be untenable. And yes, the quality of tube glue and paints has been degraded, though because of Federal regulations imposed "for our well-being" by the same micro-Fascist doo-gooders and Nice-ies who also would like to ban modeling of military aircraft and tanks because they are "violent", and who will confiscate any 1/72 scale white-metal machine guns which you might stick in your carry-on luggage returning from an IPMS convention, and who think that embroidering AIDS quilts and collecting sensitivity ribbons should be the only permissible hobbies. But for the time being, plastic modeling seems stronger than ever. Yes, it does seem as if the youngest "Generation Z" is inclined to the perversion called "fantasy modeling", and that spells trouble down the road.

But so what! Imagine that the Sensitivity Nazis were to prevail, John Roll were sent to thought re-education camp, and all companies were to cease manufacture of war-like models effective at once. Old Tweez ani't gonna suffer. I've already got more kits that I will be able to complete in the rest of my life, even now that Mellinger has started building again, and is also sharing my backlog. When we (Mellinger and me have a pact and

we'll go together) attend our first IPMS-Celestial Con, we'll still leave a lot of kits behind, some even still in bag and not half-started on the Shelf Of Doom. And after I'm gone...What do I care?! Modeling is not my religion. It's only a hobby. If it *is* your religion, then you need both a new hobby and a new religion - fast. (Maybe if you start worshipping at the Intergalactic Church of Roddenberry, modeling will once again become available as a hobby and you'll fit right in with the "fantasy modeling set.)

Some day the pastime of gluing together odd pieces of plastic will be a quaint and extinct art, just like so many hobbies which have gone before, and even Mellinger's pathetic attempts at building will be of interest to art museums. Modeling does not serve any Higher Purpose or perform some utilitarian social good - unless you count the keeping of a number of immature middle-aged men out of massage parlors. It was designed to be an irresponsible and relatively harmless diversion and it is. Plastic modeling is not in danger of dying, so jenjoy it. IPMS may be in danger of dying, perhaps you can enjoy that too. But that is a topic for another rant.

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this days, task. We hurtle across the Black, then the Red Rivers, pushing our Phantoms to the limit of power without using afterburners, weaving and undulating so as not to present a steady target for the gunners below. Then a roil of dust down to our left, and the evil white speck of a surface-to-air missile rises to meet us. We wait and watch. That missile is steady on an intercept course, and we know we are the target. Then, on signal, we start down.

The missile follows, and now HARD DOWN, stick full forward, the negative G forces hanging us in our straps. The missile dives to follow, and at a precise moment we PULL, PULL - as hard as we can, the positive Gs now slamming us into our seats with crushing force.

Our heavy bird with its load of bombs responds with a prolonged

shudder, and we are free for the moment, the missile passing harmlessly below, unable to follow our maneuver.

On to the target, weaving, moving up and down, leaving the bursts of heavy flak off to the side or down below.

The F-4 is solid, responsive, heeding my every demand quickly and smoothly.

We reach the roll-in point and go inverted, pulling her nose down, centering the target in the combining glass as we roll into our 70-degree dive toward the release point. My Phantom plunges toward the earth through an almost solid wall of bursting flak. Then "PICKLE!" And the bird leaps as her heavy load separates and we pull with all our force around to our egress heading.

There are MiGs about, and my F-4 becomes a brutal beast, slamming this way, then that, snarling with rage, turning, rolling, diving, hurtling skyward like an arrow, plunging down with savage force.

The melee over, the rivers crossed, and headed for our post-strike refueling, and my bird is once again a docile, responsive lady, taking me home, letting my heart beat slow, giving me comfort in having survived once again.

I gather the flock close by, and we slowly circle each other, top, bottom, and each side, looking for flak damage, rips, leaks, jagged holes. None found, we press on to meet our ticket home and gratefully take on fuel from our tanker friends.

A bit of follow-the-leader up and over the beautiful mountains of dazzling white nimbus, just to relax, to enjoy the special privilege given us in flying this magnificent bird, and the home runway lies ahead there near the little town of Ubon Ratchitani.

Landing done, post-flight checks finished, engines shut down, and my F-4 vents its tanks with a prolonged sigh, speaking for both of us, glad it's over, anticipating a brief respite before the next day's work.

It's an unusual pilot who doesn't give his bird a private touch of loving gratitude before he leaves her nest.

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three or another odd number to avoid ties in the instances when the teams decision is not unanimous.

Guidelines for Judges:

1. All judging is impartial.

In the contest room judges have no friends and no enemies. Knowledge of who built a particular model must not influence the outcome of the judging.

2. A judge will never judge his own work, nor will he attempt to influence other judges who are evaluating his work.

3. All judging is done using the same set of rules and applying the same criteria to every model in the room.

4. From the time the judging begins, and until the conclusion of the awards ceremony, judges will not disclose the outcome of any portion of the contest to anyone who did not participate in the judging of the contest.

5. During the judging process, judges will point out and discuss a models pros and cons, but will do so in a way that is not disparaging to either the model or its builder.

6. If a judge's model has been nominated for a special award, the judge must not participate in the voting for that award.

Throughout the judging process, the first and most important things for judges to consider are the basics. Typically the judges' first cut will identify models that exhibit flaws in basic construction and finishing. Beyond basics another tremendously important consideration is consistency. A model should exhibit the same standard of building throughout. Thus an aircraft model in which the builder has super detailed the cockpit but not the wheel wells would lack a consistent level of detail. Models are three dimensional, scale representations of three dimensional, full size articles. For that reason, models will be judged in three dimensions. Because the bottom of the model is just as important as the top, judges will handle the model to the degree required to judge the entire model consistently. Weathering is inherently neither good nor bad. When

comparing a model with a weathered finish to a model with a pristine finish, the judges concern themselves with the degree of success achieved by each builder in depicting the intended finish.

I would like to recommend, to anyone who is interested, visiting the IPMS website and downloading the competition handbook. It is a 23-page download but contains a great deal of useful information for contest judges and participants. Next months article will deal with aircraft models specifically.

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models will be about 71% of the purchases. Regional jets will be about 21%. Brazil with 39% and Mexico with 20% represent the majority of the market. Brazil should need around 800 airliners worth \$41 Billion and Mexico should need around 430 airliners worth about \$24 Billion.

### From the Trenches

by Merrill Anderson

This month's article will be brief! Eduard has re scheduled the release of the Junkers J-1 to January, and the Manfred von Richthofen 1/16 figure to February, and announced (a real surprise) a 1/72 De Havilland DH-2, for release in March! RPM has released all the versions of their FT-17 kits in 1/72, and promises to add guns and figures to go with them, early indications are, these are good kits. Roden has said they will release the (1/72) Albatros D.V and the Wolsey powered SE5a in January. March will be the release dates for the Bristol fighter, and the Albatros W.4 (late). No dates given for the Gotha G.Va & G.Vb or the Hisso powered SE5a. Hi Tech has also listed a Voisin 10 night bomber in 1/48 for 2003, with the 'observation' Breguet 14, and the Gotha G.III, they have set themselves a full plate for '03! Trumpeter, the giant maker, is supposedly working on some WWI aircraft kits in 1/48, these were not announced in their several release schedules for 2003, but at the rate they are churning, anything is possible! More serious recon to come.

### 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**

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

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

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packets. These are not historical archive photos, but systematic photo studies and walkaround shoots of museum and airshow aircraft. Many are commercial light planes and airliners, but there are also hundreds of military aircraft and vintage warbirds. For example he lists about 30 different packets just on the P-38 Lightning. And 40 Spitfires. If your reference library doesn't have the view you need, Bob just might be able to oblige you. Unfortunately, he wants twenty dollars for his printed catalog, which I don't really think is worth that much. But you can visit his web site at [www.bobsairdoc.com](http://www.bobsairdoc.com) or take a look at the catalog he provided me, at the January meeting. As with any new business service, use your caution. I guarantee nothing, and have no stake in this since my sample pack was sent me for other services. But if it uses up excess column space or helps one modeler it will justify my efforts.

# 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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