



Special "Diversity" Issue



This looks so good you'd think it was a model by John Dunphy or Roger Gaulty. In fact, we cheated... It is real! A Marder III from the Moscow World War II Victory Museum. (Photo by editor)

This issue we focus on Affirmative Action for Armor. Many of us are switch-hitters when it comes to building, and we've all long and quietly admired the armor and figure work of some of our old, and established members. More of us are catching the fever. And a number of our new recruits are dedicated

treadheads. And armor is not entirely unrelated to aviation. Tanks are supported by airplanes, and provide targets for airplanes. And it is well known that the very best air defense of all is a friendly tank sitting smack-dab in the middle of the enemy runway.

As a feature of our special issue,

we have some unusual material, Terry's Web Sites column has been preempted for a special guest column. He will return next month.

Finally, we have the official story on the club logo recall campaign. We have the new alternatives which could replace the current logo. See page 7 for details.

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TCAH This Month

The monthly meeting will be held Saturday September 13 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing and vendor baiting will begin about 12:30. So come early. This month our theme is "Out of the Closet/ what else do you do besides airplanes".

General Meeting Minutes

September 13, 2003
by Bernie Kugel

We had our current meeting on Sept. 13 same time same place. Frank Cuden brought along an e-mail buddy from Hampton, Iowa; Jim Sooter to the meeting, Welcome.

In old business, Steve Hustad gave us the finals on the R5. Which by the time you read this, it will have passed. In the Dec. club contest, Pat Butler hopes everyone is building. CORRECTION, the prize for the people's choice is an Injected kit with resin parts. We had a LONG discussion about opening up the club auction to the public, more on this in the business notes.

In new business, our President, Ken Sallman has announced that he is NOT seeking re-election and our Treasurer, Tom Norrbohm has agreed to a one year extension on his duties. So anyone wanting to run for President, Vice-President, or Secretary you may write a few paragraphs about your stand and send them to our editor before Oct. 23 to be published in our November newsletter. We have a new hobby shop in the Twin Cities; Hobby Town USA opened a store in Woodbury a few weeks ago. Also for those of you who receive a mailed copy of the newsletter, the picture quality has improved, that's because we are now printing of the computer copy of the newsletter. So expect better B/W photos in the upcoming newsletters. Until next month, That is all.

Contest Calendar

10-18-03 The Glue Crew
Park Inn 2101 Mountain
Road
Wausau, WI
Contact: Joseph Drew
1-715-824-0173
Www.thegluecrew.com
(Our Brenie is organizing a
roadtrip)

12-13-03 TCAH Members only invi-
tational Single Engine Jet
challenge

Treasurer's Report

September 2003
by Tom Norrbohm

As this is written (9/21) we are going into our Nordic-Con week looking good. We have made one big payment of \$1400+ for the Nordic-Con Awards. We have just one more big payment and thats the balance due for the Thunderbird. We are taking money in for Pre-registration and vendor tables. Our balance as of 9/21 is \$4612.01.

Also it is dues renewal time. I will not be at the October Meeting, so you can pay at the November or December Meetings. I would prefer if you could pay by mail if at all possible. Make your check payable to TCAH for \$20 and mail to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420. Not counting Life Members, we have 21 renewals out of 87 members to date.

Business Meeting Minutes

September 20, 2003
By Bernie Kugel

We had our latest business meeting on September 20 at Johan Allert's house up in the north country. It was a beautiful day so the meeting was held outside. In old business the idea of opening the club auction to the public is put on hold for further discussion. We are also discussing for the auction of breaks every 30 minutes or so, so people can make their purchases if they choose to leave instead of stopping the auction so people can make their payments. In new business, the Sergeant-at-Arms idea is shelved; please look at the President's column for more on this. Our President has been contacted by a teacher from Washburn High School looking for volunteers to help his aviation class research and build aircraft. The Logo contest is planned on club choosing and voting at a future meeting. A motion was placed on the floor for moving the club business meeting to after the regular club meeting, all were in

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favor. And finally we will have a discussion at the October meeting and a re-vote at the November meeting for the National bid.

TCAH Calendar & Events of Interest

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

November - Club Auction/ no theme

December - Bits of History/ historically significant aircraft ; & 1/72 scale single engined jet contest

Future Business Meetings

October 18: Terry Love

In the future, business meetings will be held immediately after the General meeting.

On The Show Table

August 2003

1/48 Scale Aircraft

Merrill Anderson

Copperstate Sopwith Dolphin
Steve Erickson

Monogram P-51B Mustang

Tamiya P-51B Mustang

Monogram Bf-109E

Hasegawa Bf-109E

Bernie Kugel

Hasegawa Ju-87R

1/72 Scale Aircraft

Jim Kaltenhauser

Hasegawa F-102A

1/35 Scale Tanks

John Dunphy

Tamiya T-34/76

Italeri M-4A2

Roger Graulty

Scratch Sturmtiger

1/72 & 1/76 Scale Tanks

Bernie Kugel

Hasegawa Karl 60 CM Mortar

Hasegawa Leopold K-5

Matchbox M-16 Halftrack AA

Figures

Steve Hustad

A virtual platoon of WWI German soldiers including:

“Prisoner of War, Ratcatcher, and Sturmtrooper

Nordic Con a Success

Many thanks to Steve Hustad for another contest done almost as well as his own models! Also thanks to John Higgins and his merry judges, and special thanks to the wives who attended and helped out, “lending a bit of class to what would otherwise have been a sordid and brutal business”.

A Letter to the Editor TCAH Name Change in the Works!!

It was brought up at the last business meeting that there are members out there that object to all the armor that is showing up at TCAH meetings.

Well, these folks are absolutely correct! There is too much armor for this to be the Twin Cities Aero Historians. Hence I will make a proposal at next month’s meeting to change the name of the Aero Historians to the Twin Cities Armor Historians!! Let’s face it folks, it was indeed a good run as the Aero Historians, but frankly, the run is over. The change will do the club good and attract new members in droves!

In case you haven’t figured it out quite yet, I’m joking. All I will say is that those that are upset by the number of armor kits at the meeting, SHUT UP AND BUILD!! If you don’t like the mix there, you have every opportunity to do something about it by adding to the aircraft numbers.

People that actually build and complete kits (whatever the subject may be) should never be made to feel like they are unwelcome at a TCAH meeting. Frankly, I really felt that way on Saturday at the business meeting when this topic was brought up. I couldn’t imagine how a new member or a modeler that was trying something different would feel about it.

So, for the unnamed members that are complaining, you’d best start building and showing the rest of us, dopes that finish things, the way.

-Dave Pluth

From the President

by Ken Sallman

Well, we’ve successfully put another Region 5 under our belts, and from the comments I received, everyone enjoyed themselves. I’d like to thank all the work Steve Hustad, his crew and all members did to make this a success. I talked to Tom Norrbohm after the event and all our bills have been taken care of. He’ll have the final result at our next meeting (unless he skips town, then we’ll know it was REALLY successful).

I have a couple of things to discuss but I promise to make it short as I am wiped out from the last few days. The first involves the club’s logo contest. As you have can see, the proposed designs have been included in this issue of the Aero-historian. Take some time to look them over and we will have a vote at the October meeting. Remember, the current logo is a candidate as well as the new designs.

The second issue involves the IPMS national convention bid (oh no, not again!). After some discussion at the last business meeting, it was decided that it would be unfair for the bid committee to work on a proposal with the possibility that the club could still reject a submittal. It was proposed and accepted that the second vote be held in conjunction with the November election. We will discuss the details of the election along with the merits of whether or not to proceed at the October 13th meeting.

This brings me to the third point. In a fit of brilliance rarely seen in today’s society, it was suggested that the business meeting be held immediately after the general meeting. It will be held only if there are issues to address and will allow a greater participation of the membership.

Finally, remember that we will be accepting nominations for all the officers at our next meeting.



Confessions of an Armor Modeler

This hobby is a funny thing. We are all attracted to the building of miniature versions of vehicles that we find "buildworthy". What inspires us to build the subjects we choose is as personal and diverse as our many personalities. I am no different than anyone else in that respect. So how did a military pilot find himself building armor? Not only do I still build armor but I also find myself involved in the restoration and preservation of the real thing.

About ten years ago I was fortunate enough to attend the annual driver's training at Fort Knox. It is held annually to keep a pool of driver's qualified to participate in the Patton Museum's Fourth of July WWII re-enactment. I was a little nervous about driving a tank. The things are heavy, hard, and can crush anything in their paths. In the hands of an aviator, who could predict the outcome—after all, it is easy to avoid hitting things when flying—not so when earth bound.

My instructor was the late Elvin Smith, a WWII veteran Sherman driver. He patiently ran over the basic controls of the venerable Sherman, then sitting very close (So as to be heard over the tremendous racket) he turned me loose. I should mention that for this training I was driving the "Priest version of the Sherman. This makes it easier on a new driver—you can see what you are doing without looking through periscopes! I made a few laps in the Priest before graduating the Hetzer!

For the aircraft purists, the Hetzer is a small tank destroyer based on the Czech 38T light tank. It is a box with a 75mm gun sticking out the front. No driver's hatch here—just two very small periscopes. It was actually very easy to drive as it features one of the earliest automatic transmissions. Seeing where you are going is the hard part. I managed to learn one lesson the hard way in the Hetzer. Always maintain a "three point" stance when riding in an armored vehicle. If you don't you

may find blood dripping from parts of your face that meet with metal! Stupid airplane driver!

The highlight of this time at Fort Knox was the WWII re-enactment. The Bad Guys (Germans) were dug into a hull down emplacement hoping to ambush the Good Guys (Red Blooded GIs). Fortunately the Sherman and its escorts showed up and engaged the Germans. Oh yes, I forgot to mention what a pilot does during a WWII re-enactment. No I didn't ply English girls with chocolate and nylons while the Army was out fighting! No, I got to talk to the AIRPOWER coming in to help dispatch the Nazis!!

All you airplane only, armor haters, here is the point. Coming in so low that the base didn't have to mow the grass for a month, was two P-51Ds and a very loud and big P-47D!! They made a couple of passes and with the help of the ground-pounders, the Germans were destroyed. One of the Army officers standing by me said something I'll never forget. He told me he thought the Air Force was the service of choice for those wanting to avoid combat (I have combat time on my resume thank you very much.), but he did have to admit that after seeing those warbirds howl across the battlefield that airplanes are VERY cool! Airplanes are cool, that is why we model them.

My name is Roger and I build armor. It is an illness just like the one that makes me build aircraft and, yes, even ships. I'm told the first step toward recovery is admitting I have a problem! I wish I had time to build everything that carried guns, bombs, or troops—maybe they will find a way for me to live forever because that is how long it would take for me to run out of subjects.

Build something, armor, aircraft, whatever, any scale, it doesn't matter. Enjoy OUR hobby and share the finished product at the next meeting.



Spraybooth Logic Dear Dr. Dave

By Dave Pluth

This month, in honor of Spraybooth Logic's one year anniversary (which happened not too long ago) Dr. Dave answers letters from the mailbag regarding past columns.

Dear Dr. Dave, What's this you said about Accurate Miniatures being dead? I know for a fact that they are alive, their website says so. Signed - A. Miniatures

Dear A. Miniatures, You are correct, they do have a website, but then again, so do I. That proves nothing. However, you missed the point of the column. The point was that it didn't matter what AM did because we all have more kits than we could hope to build in two average lifetimes. Whatever happens with one manufacturer doesn't make a bit of difference to the average guy, only to those guys that obsess about the kits that they must have and don't. This is much preferable to building something from the current shelf of doom.

Dear Dr. Dave, I'm troubled by your stance on validation. What's wrong with wanting to be recognized for a job well done? —T.M. Baal

Dear T.M. Baal, There's nothing wrong with validation per se. The problem comes when we lose sight of the fun we can have at contests by interacting with others who are as strange as we are. There is absolutely nothing wrong with entering contests or winning awards, but if you get suicidal when you lose, it may not be the thing for you. Might I suggest knitting or rug making?

Dear Dr. Dave, In your confessions of a thief you openly admit that you steal modeling ideas from other modelers. Is that really right? Won't people stop helping you if you steal their ideas and use them for as your own? — S. A.

Dear S. A., You are correct that stealing is really a bad thing, probably nearly as bad as someone say lifting lines from someone's novel

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Web Sites of the Month

By Tanky Wanky,
the violent Teletubbie

Okay, all you tread-heads here's a Dirty Dozen of the important tank-related web sites. Several are Russian language sites, but worth while for the pictures. To make the cyber-trash look like unreadable letters - In your browser, under "View"- "encoding" set your selection to "Cyrillic (Windows)" - you still won't be able to read it but at least you'll feel real cool and cosmopolitan, as you click on the photos.

1. <http://www.tankmuseum.co.uk/home.html> The Bovington Tank Museum, The major armor museum in the UK.
2. <http://www.activevr.com/afv/> George Bradford's AFV News. One of the major magazine publishers, a must websource as well.
3. <http://www.tankmuseum.ru/> The web page of the famous Russian Kubinka Tank Museum, . Numerous pictures.
4. <http://www.track-link.net/> A great resource for plastic tread heads.
5. <http://www.thetankmaster.com/> This site has both modeling content and great photos. The site is both in Russian and English - but they are not identical, so you should check both sections for photos. Includes pages of photos from the Israeli and Finnish armor museums.
6. <http://web.inter.nl.net/users/spoelstra/g104/encyclo.htm> The Sherman page. Self explanatory, and good.
7. <http://members.tripod.com/~HevyDuty/HevyD.HTML> is a tankocentric ring. Some good links and leads, unfortunately it likes to play music at you which slows loading (which should be a strict no-no for anything armor) and is tripod-infected - and you know what that means
8. <http://www.urrib2000.narod.ru/Tanques.html> This is "Cuban" based on a Russian server. Not for the politics, but thanks for the tanks. Find the red & green T-55. (They also have interesting pages on site for Cuban air force)
9. <http://military.sinor.ru/> A Rus-

sian-language site. If you click on the photo of the tank you'll be taken directly to territory where you can click on other things and not worry about reading, and you'll see lots of photos of modern Russian armor - great for cammie colors

10. <http://shilka.guns.ru/index.htm> A new and developing Russian site devoted to the ZSU23-4 SPAA AFV. And you thought you were obsessed! Some interesting photos
11. <http://www.bvtv.narod.ru/5/iraq2003.html> "Shok i Trepet" a Russian web site worth visiting for its modern photos. the name translates as "Shock and Awe".
12. http://www.one35th.per.sg/model/model_main.htm This is the web site of one35th.com a site devoted to armor modeling.

Airline Chatter

byTerry Love

Frontier Airlines ordered 15 Airbus A-319s for about \$500 million. United Airlines lost \$112 million in the month of July alone. And that is one of the busiest months of the year for the airline industry. That is about \$4 million per day! The original Boeing 707, called the Boeing367-80 or dash 80, that first flew in 1954, make its final flight from Seattle to Dulles airport, where it will be placed in the new National Air and Space Museum. Shanghai Airlines ordered 5 Boeing 757-300s for \$410 million. Blue Moon Aviation of Minneapolis took delivery of their first Airbus A-319 in late September. They will fly the Minnesota Timberwolves, NBA basketball team this upcoming season to all "away" games. Cost of the new Airbus is about \$40 million. It will hold 56 passengers in luxurious accommodations. The normal airliner version of the A-319 holds 125. Blue Moon is owned by Richard Page, former owner of Champion Airlines and Page Airways. Northwest Airlines is flying 5 NFL teams this year to "away" games, including the Minnesota Vikings, and the Green Bay Packers. Northwest Airlines will fly 7 NBA teams this upcoming basketball season to "away" games.

B-36 Photo Scrapbook

a Book review
by George Mellinger

For the duration of its short career, the B-36 was frequently seen in unrevealing publicity photos, and otherwise kept in a veil of cold war secrecy, and then immediately forgotten with the appearance of the sexy jet B-52. Finally this historically important aircraft is receiving some proper attention. First came Dennis R. Jenkins' *Magnesium Overcast: The Story of the Convair B-36*, recently published by Specialty Press. Now they have released the *B-36 Photo Scrapbook*, by Dennis R. Jenkins, Mike Moore, and Don Pyeatt, a 108 page book with over 300 photos and drawings, which should be considered a supplement to *Magnesium Overcast*.

While there is much attention to factory views, the best photos are of the various crew stations, most accompanied by drawings from manuals with numbered legends. I've always wondered what was inside at the crew stations, behind those big side bubbles. There are also lots of pictures of instrument panels and "black boxes", and the various communications hatches, and even the bunks where crew could rest during extended missions. Though this is a photo volume, there is quite a bit of information to be gained from the accompanying text.

For those interested in the external appearance, and service use, there are several pages illustrating the aircraft in service and bearing unit crests. A dozen pages are in full color, though for the B-36 this means mainly Magnesium-colored, occasionally with a red tail. Particularly interesting were the photos of the tornado which struck Carswell AFB on September 1, 1952, destroying one B-36 and damaging 82 others.

Other unusual items included are photos of the XC-99 cargo variant and the YB-60 all-jet prototypes

This is a book for Heavy Metal fans. Fighter enthusiasts will not respond, but anyone who likes the big airplanes, and the B-36 in par-

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Soviet SIGNALS

The Un-Greening of Soviet Armor

By George Mellinger



Aside from a limited choice of kits (a situation rapidly changing), a big deterrent to modeling Soviet tanks has been the boring alternatives of solid green, or solid winter white. No more! While it is true that these two options were the options on the overwhelming majority of Soviet AFVs, facts have emerged establishing a number of other, more colorful alternatives, particularly for the pre- and early war periods and late war.

Let's summarize a few alternative choices, beginning with winter whites. Aside from white overall, either pristine or worn, there are several patterns. There are photos showing armored cars with white and dark green in a sharp clearly defined splinter pattern (masking tape not air brush for this one!), or with the lines equally defined but more curvy. And another with wavy black patterns over the white to simulate trees and shadows. A third option involved wide blue bands painted over the white, with further net-like patterns of white lines over the blue, simulating tread tracks in the snow, or the same pattern might be used with the basic green instead of blue. I have also seen a photo of a truck painted with small white dots, close together over the green, in a thick polka-dot style. During the mid- to late war, white was often applied over the green in patches, or rather in blobs, linked together, in the well-named "amoeba" pattern, still popular on today's helicopters.

Summer was almost as creative, if not so widely used. There were T-28 tanks painted in a squiggly patchwork camouflage of very dark green, black and sand, or in wider patches of medium green, dark green and red-brown. Both T-26 and BT tanks, and also BA-3/-6/-10 armored cars, appeared in three-tone field patterns of green, earth

brown and sandy brown, or a variant with black substituting for the earth brown. Sometimes this could appear in an "almost tiger-stripe" pattern. Another pattern variant, appearing both on the KV and on armored cars was green and earth brown in patterns, with the fields separated by narrow black borders. This pattern has recently been revived. Finally, some tankettes have been photo'd in what appears to be dark green with brown splotches over all.

Mid-war we find T-34/M43s in green & light earth patterns and both T-34 and KV-1 tanks with a sectioned camouflage of green, light earth, and dark brown colors. A SU-122 in 1943 appears to have had a winter light gray finish with thin wavy lines painted over, vertically. Late war we find some ISU-152 and other SP guns and tanks in three- and even-four-color patch patterns, combining green, dark and light brown, and black. Some photos reveal interesting and unusual patterns. One ISU-152 had the four color patches on its body, and on the basically green barrel were thin bands of light earth with narrower central fillings of dark brown. And of course there were the white amoeba patterns in the winter 1944/45.

Many are puzzled by the 1930s marking of solid and broken lines on the turrets of Red AFVs. No mystery. The solid top line identified the battalion, and the lower, broken line the company. The color was the numeric key Red=1, White=2, Black=3, Dark Blue=4, and Yellow=5.

Patriotic slogans of various sorts continued throughout the war, as well as changing unit symbols and formation markings. The various triangular and rhomboid-with numeral markings are thought to have been specified at unit levels, rather than army-wide, and most are not yet rediscovered. Later war, symbols such as the bears, stags, and arrows familiar from kit decals came into use as corps, or even brigade identifiers; these are gradually being rediscovered and published. So with a little research no need to paint your Red tank boring green.

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and not accrediting them, but lifting a modeling secret from someone? Hmm. Well, I would have to guess that if they didn't want you to use it, they wouldn't tell you about it. Also, many people take great joy and pride in sharing their hobby. Heck for some of us it's the only socialization that we get!

Dear Dr. Dave, Your joy suckers column just plain sucks. What gives? So I like counting rivets and making sure that everything is absolutely accurate. Is that so wrong? – Anonymous from the web
Dear Anonymous, The world needs rivet counters as well. In fact a great deal can be learned from the rivet counters. Kit reviews that give good and accurate information on how to properly correct a model are invaluable. However, to unleash this information on some poor unsuspecting modeler who is enjoying the triumph of actually finishing something is simply wrong and only done to be hurtful to others. Share the joy and keep it to yourself until you are asked, or better yet, write something for your newsletter about the correct way of building that model that you saw.

Dear Dr. Dave, You are just plain mean. I read your column on "Why IPMS" and I'm personally offended that you think that way. Maybe you should run for office and see if you can do any better. After all, everyone there is a volunteer and I'm sure that you just sit on the sidelines and bitch rather than getting involved. J.Q. IPMS

Dear JQ, That column traveled far and wide and has been reprinted in a dozen or so newsletters, on the IPMS Yahoo group and on various other places on the internet. Funny thing about it, about 90% of the mail I got about it was positive. I'm really feeling that I'm probably not so wrong after all or at the very least, I'm not alone. Heck, a guy with a dopey website and a word processor got the attention of the top level of IPMS (a personal letter from the President even) within twelve hours

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The Much-heralded, Never Before Seen, TCAH Logo Redesign Submissions!

Courtesy of our TCAH investigative reporter (recently nominated for a "Pulling-his Prize") we have the exclusive story and a first look at the new nominations for the TCAH logo, which some members of The Establishment have tried to stifle. Complete with narrative descriptions by designer, Ken Hornby!

"Here are three submissions for a new club logo. All were drawn free-hand, including the lettering, which was copied from a computer font. Each was first sketched with a pencil, and then redrawn in black roller-ball pen. Colored pencils were used for the colored portions. They were then copied on a black and white copy machine to reduce errors and smooth out uneven shading. Someone with more computer skills (or art supplies) could clean these up to look more professional. Each drawing can be considered to be a preliminary idea, and I would welcome suggestions for changes or creative criticism.

Design #1

The first design is simple, with an "Art Deco" feel inspired by the wings on the U. S. Air Force's aircrew insignia. The winged logo is distinctive, gives us instant recognition as being aviation-related and should be easy for the public to recognize and remember. It should also be easy to reproduce without the cluttered feel that is sometimes perceived in our present logo.



Design #2

A little busier than #1, design #2 focuses attention on the initials of our club - TCAH. Each letter uses

the plan view of an aircraft depicting a different facet of aviation history. T is a SPAD 7, representing the early, biplane era. C is the Chance-Vought XF5U-1 "Flying Pancake", representing experimental aircraft. A is a Grumman F-14 Tomcat for the jet era and H is a Northrop N-3PB floatplane to demonstrate the variety of aircraft design and purpose. Any sort of font can be used for the words themselves. This is a versatile design that can be portrayed in various ways: Horizontal as shown in the example, angled similar to design #1, or vertical. The words can also be rendered in any color or in multiple colors as with our present logo.



Design #3

The last design is a bit more whimsical. It's based on the "squadron patches" popularized during World War II. As with those designs, it is meant to be representative of the organization it portrays. This includes a Minnesota gopher wearing a pilot's leather helmet, goggles and scarf. The gopher is superimposed over a silhouette of the state of Minnesota. Even though we do have a few "expatriate" members, this shows TCAH to be a Minnesota-based, aviation-themed club. Another easily recognizable design,



it can be exhibited in black and white or color. The colors used are open to discussion. My intent was for the state to be the blue of the state flag over a sky blue background. Good, solid colors professionally done should look better than my daughter's watercolors that I used."

-Ken Hornby

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of it being posted as an editorial. The other funny thing is that some things have actually started to change over there and look vaguely like they are moving in the right direction. Maybe if more folks wrote their gripes in a more public forum and stood by them, there would be a chance for them to be addressed. I've only written the things that I've felt (and have heard about privately) for several years. As far as me not doing anything other than bitching, I think if you ask the other members of the club I belong too, they can set you straight on that.

Dear Dr. Dave, you seem so negative about the hobby. Can't you be more positive? – J. Cleaver.

Dear J. C. – If you see a challenge as negative, you are correct. My feeling is that we as modelers need to be a bit more introspective at times and try to improve. All I try to do is to point out the obvious and hope to get a few folks to build. From several of the letters I've received, I'd have to say that it's working.

Until next time, go make a dent in your shelf of doom, before it turns into the room of doom!!!

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particular, will want this book, though I recommend you will also want to get *Magnesium Overcast* for further text. Can you really have too many airplane books? I thought not. And if you are planning on modeling the B-36 then this book will be essential.

It may be obtained from any aviation hobby dealer, including our own Roll Models.

Thanks to Karin Hill of Specialty Press for providing a review copy.

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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