

The Aero Historian

TWIN CITY AERO HISTORIANS



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May 2003



Some of the best of the TCAH contest entrants. Top: John Eian's Phantom. A pair of F-86s, by John Eian in 1/48 and Johan Allert in 1/72; notice how a photographic trick makes them both look the same size. Bottom row is the 1/72 scale FW-190 D-9 by Skip Nelson and its nemesis in 1/48 scale, Roger Graulty's P-40 razorback. See page 2.

<p align="center">TCAH Officers</p> <p>President, Ken Sallman 763-753-3783</p> <p>Vice-President, Jim Kaltenhauser 952-346-8460</p> <p>Secretary, Bernie Kugel 651-771-3525</p> <p>Treasurer, Tom Norrbohm 612-881-5763</p> <p>Historian, Tom Norrbohm 952-881-5763</p>	<p align="center">General Meeting Minutes April 8 2003 by The Guest Secretary</p> <p>The meeting began at 1:00 PM with Tweezer grumbling that the pizza tasted like pretzels, and in the soda chests there was no Fresca for him to avoid and make somebody else get stuck with. George told him to go "start a commuter airline".</p> <p>Since this was a wartime meeting we were joined by the reinforced British delegation which always is there when we need help with a difficult task. The Canadians naturally whined this one out on the sidelines. And the Froggies of course were nowhere to be seen.</p> <p>As everyone wanted to get round to judging and to pizza-eating, there was no old business.</p> <p>There was no new business. There was only monkey business. Th-th-th-that's all folks!</p>	<p align="center">Victory Laurels TCAH April Contest Winners</p> <p>Master Category:</p> <ol style="list-style-type: none"> John Eian for F-84 Skip Nelson for FW-190A4 Frank Cuden for Firefly John Eian for F-100 Skip Nelso for FW-190D-9 Seve Macey for Seafire Mk. I <p>General Category 1/72 scale:</p> <ol style="list-style-type: none"> Johan Allert for F-84 Jim Kaltenhauser for Baltimore Johan Allert for F-51 <p>General Category 1/48 scale:</p> <ol style="list-style-type: none"> Roger Graulty for P-47 Steve Macey for Spitfire Mk. VB Steve Rewey for P-51B Roger Graulty for P-39 Bernie Kugel for Spitfire Mk. I <p>Miscellaneous:</p> <ol style="list-style-type: none"> Dave Pluth M-4A3-E8 tank Gary Anderson 13th Hussars Dave Pluth M-3 Lee tank <p>Best 1/72 Scale Model Skip Nelson for FW-190D-9</p> <p>Best 1/48 Scale Model John Eian F-4</p> <p>Peoples Choice Award for Best RAF Aircraft Steve Macey for Spitfire Mk. XVI</p> <p>And congratulations also to the losers who provided some stiff competition.</p>
<p align="center">Newsletter Info</p> <p><i>Article Submission Deadline: 22nd of each month.</i></p> <p><i>Editor</i> George Mellinger (melli004@gte.net) 5212 West 47 Street, Apt. 2 Sioux Falls, SD 57106 H:605-362-5603</p> <p><i>Distribution Editor</i> Bernie Kugel 2080 Ivy Ave. East St. Paul, MN 55119 H: 651-771-3525</p> <p>Newsletter Photographer Steve Jantscher</p> <p>Send articles to: Via E-mail: melli004@gte.net Via Snail-mail: George Mellinger Attn: TCAH Newsletter 5212 W. 47 Street, Apt.2 Sioux Falls, SD 57106</p> <p>Send Change of address notice to: Tom Norrbohm 9936 Columbus Ave. S. Bloomington, MN 55420</p>	<p align="center">April Contest Summation By Johannes Allert</p> <p>Well, we did not have as many entrants this year as we had hoped for, nevertheless it was a respectable turnout overall. We had 42 entries total. The entries were also fairly diverse in subject matter. Our thanks to John Higgens and the "judging crew" for helping out. We also would like to thank the general membership in helping with the set-up as well as participating. One thing I personally noted was that there was a lot of involvement by the new members of the club. I believe that there's a lot of good things to look forward in to in that observation. I will not be Co-Chairing the Club Contest next year and will look forward to seeing "new blood" get involved and take over those types of duties. Again, many thanks to all the members.</p>	<p align="center">On The Show Table March 2003</p> <p>Due to the TCAH contest, there was no show table to report. Contest results are reported below. Show table reports resume next month.</p>
<p align="center">TCAH This Month</p> <p>The monthly meeting will be held Saturday April 12 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing and vendor baiting will begin shortly after noon. So come early. This month our theme is "that 70s kit. So bring any kit with a production date in the 1970s. And get ready to admit that we are now in the golden age of model building. See also program announcement</p>	<p align="center">Breaking story.. Program Announcement</p> <p>Thanks to Ken Hornby, at the May meeting we will have as our guest, Glenn Burke, the manager of Fleming Field, He will give a talk for 30 to 45 minutes on the history of the airfield and current day operations.</p>	<p align="center">From the President Not by Ken Sallman</p> <p>Continuing secrecy from President Sallman, and no report. Or has he gone underground in search of the missing enemy leaders? Will he return with a captured enemy IPMS coordinator - the "Joker of clubs" in the deck.</p>

Business Meeting Minutes April 2003

No business meeting was held due to validated members having been incapacitated in their celebrations. The next business meeting will be later this month as Frank Cuden's, after which there will be a three month break in business meetings while we give attendees sufficient time to travel from Albert Lea to Oak Grove.

Treasurer's Report April 2003 by Tom Norrbohm

I hope everyone enjoyed the pizza at the last meeting. I think this is a great idea for the club to do on the 'off' banquet years (4 out of every 5 years). Plus, most of the membership is able to partake in the activity. As of 4/19/03, we have \$5800.67 and 83 members. Also, please welcome new members Rick Schmierer and Rick Verner. Welcome aboard guys!

Book News from Schiffer By Axel Kornfuehrer

The following 5 titles just arrived from Schiffer (all in the Spring 2003 catalog):

American Airborne Pathfinders in WW2, hardcover, isbn 1769-5 US retail 49.95

US Navy PB4Y-1 Liberator Sqdns in Great Britain during WW2, softcover, isbn 1775-X, US retail 29.95

370th Fighter Group in WW2 (Europe, P-38 & P-51), hardcover, isbn 1779-2, US retail 59.95

WW2 Troop Type Parachutes: Allies (US, Britain, Russia, France, Poland), softcover, isbn 1781-4, US retail 29.95

Sikorsky HH-52A: Illustrated History, softcover, isbn 1782-2, US retail 35.00



Here Come De Judge Figures

By John Higgins

This months judging article is on the subject of Figures.

Basic Construction:

1. Flash, mold seams, sink marks and similar molding flaws eliminated.
2. Mold seams removed.
3. Construction seams filled in where appropriate (e.g. where arms meet shoulders, etc.) and creases that cross these seams restored.
4. Equipment properly attached; e.g. holsters not hanging in space, canteens attached to belts.
5. Straps hanging properly. Rifle slings, horse harnesses, etc. hanging/ sagging properly to depict their weight.
6. Feet touching the ground/ surface properly.

Construction:

1. Straps should have proper thickness.
2. Gun barrels should be drilled / hollowed out.
3. Accessories and equipment should be in proper scale for the figure.
4. Ground bases should show footprints.
5. Foliage should harmonize with the figure (e.g. no flowers present when figure is in winter clothing).
6. Lapels and collars should be slightly raised whenever possible.
7. Slings should be added to weapons where necessary.

Painting and Finishing:

1. Cloth should have the proper sheen e.g. a matt finish for wool.
2. Leather should have a slight sheen except for dress shoes and polished belts.
3. Finish should have an even texture. Brush marks should not be present.
4. Dry-brushing should not be apparent as such.
5. Blending of highlighted and shaded areas with the basic color should be smooth, gradual and subtle. No demarcation lines should show.

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TCAH Calendar & Events of Interest

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

June - Itsy Bitsy Airplanes/ 1:100 scale or smaller

July - Kits that should have stayed in the box/ builds that look the best with firecrackers taped to them

August - "Those Magnificent Men in Their Flying Machines"/ Any aircraft from 1789 to 1920

September - Murphy's Law/ aka, I should have known somebody would come out with a better kit.

October - Out of the Closet/ what else do you do besides airplanes

November - Club Auction/ no theme

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

Future Business Meetings

May 16: Frank Cuden's
September 20?: Johan Alleert
October 18?: Terry Love,
November: 15? Jim Kaltenhauser.

Contest Calendar

5-17-03	Verona Model Show & Contest Mad City Modelers Verona Middle School, 704 N. Main St. Verona, WI. Contact: Jim Turek 608-329-7222 jttmodel@yahoo.com
7-2-5-03	IPMS/USA aNationals Oklahoma City See IPMS/USA homepage
9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad
12-13-03	TCAH Members only invitational Single Engine Jet challenge



Airline Chatter

by Terry Love

Northwest Airlines unveiled a new paint color scheme on April 5. It keeps the red tail. The fuselage will have a clear coat on it to make it last 6 years before repainting. Presently, they last almost 5 years. Northwest Airlines has asked their pilots to take a 20% pay cut. None of the unions at NWA are in the mood for any pay cuts. Northwest Airlines will layoff approximately 4900 more employees. This is to include about 250 more pilots, about 1400 flight attendants, 300 managers, and at least 2000 mechanics. The mechanics are the hardest hit group. Since NWA will park about 20 aircraft, including a few Douglas DC-10s (used on Atlantic routes), and Boeing 747-200s (used on Pacific routes), and Douglas DC-9s (domestic routes), these aircraft are older, and need more maintenance. Those not parked are the newest delivered models (Airbus A-320s, A-319s, and Boeing 757s) they need much less maintenance than the older ones, therefore, fewer mechanics are needed. Northwest Airlines past President, John Dasberg, quit as President of Burger King, and got back into the airline business. This time, he is the new CEO of DHL Airways. Boeing is considering closing down their Boeing 757 and Boeing 767 assembly lines. Boeing is faced with only a 36 aircraft order sheet for 757s and 767s, and the 767 USAF tanker won't be built until at least 2005. Boeing reduced the production rate of the 767 to one plane every month and a half. Nearly 2,000 757s and 767s have been built. Boeing is starting to convert older 757s into freighters. Boeing 777-300ERs' first flight was on February 24, 2003. It is powered by two of the most powerful jet engines ever built. They have well over 100,000 pounds of thrust. Boeing is planning a stretched version of its Boeing 717 (Douglas DC-9) model. It will be called the 717-300.

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Spraybooth Logic

The Joy Sucker

By Dave Pluth

"Did you make that correction to that tail on the PBY? You know that Monogram got it wrong, didn't you?" "On that particular model of Hellcat they changed the cowl flap arrangement; you can tell by its serial number that it needed to be changed. Now had you used the Bizzaro hobbies kit rather than the one YOU used, it would be right." "Hey, the color on that aircraft is wrong, it should have been exactly two shades (not one shade) lighter." "The kit decals were wrong on that kit; it should have been a 1 instead of an L."

Oh yeah, I really want to continue building models after hearing these things. I guess I see why people say "it's only a hobby" and then roll their eyes and walk away. It's also why modelers get a bad rap, it's because we deserve it for comments like those above.

Now should we be concerned about accuracy? Sure we should. Should we be concerned enough that we go out of our way to destroy the hobby for someone that just likes to build? No.

The problem we seem to have is that we try to force our own ideas and standards on others. In other words, we try to suck the joy out of their modeling, much as we have sucked the joy out of our own modeling. We've brought it down to being a mechanical exercise that involves a great deal of precision and skill, but very little joy. We schedule our time to model and we approach subjects based on the amount of references that we have, we study and pore over documents like we are going to discover the secret to the universe. We don't want to make a mistake because the other joy suckers will be there waiting for us, lurking, pointing and laughing. NOOOOOOOOOOOOOOOOOOOO!

In our club we have a few joy suckers, but we also have some guys who won't be stopped. They are pretty good modelers in their own right. They produce copious amounts of models of various

shapes and sizes. Some of their models are great, some are average, but every month they show up with a big smile on their face and four or five kits in tow to the meetings.

They place their kits proudly and all gather round them. They then proceed to tell the story of the build. "Gather round boys and girls and we'll tell you how you actually finish a kit" their story begins. They then go into great detail about how they assembled and completed this kit that had only been on the shelf of doom for a bit over two months. "My word man, it's only a baby! You can't build a kit that is that young! You must let it age and the decals yellow before you can break sprue." you think quietly to yourself feeling shame all the while remembering your failed attempt at building the kit.

See these guys are filled with the joy that we all like to suck. They have realized that this hobby is supposed to be fun and they actually approach it that way. It's amazing; they have smiles on their faces (although that could be from the large amounts of MEK and the enamel paints that they use) and kits on the table.

That smile is like kryptonite to the joy suckers. They simply move on to their own kind and sneer from the other side of the room. The problem is that their nit pickiness simply bounces off these guys. The bottom line is that they really don't care about the flaps, cowls or anything else. They simply enjoy building models, good, bad, accurate or not accurate; they are all the same to them.

There is a word for these guys. They are called modelers. Scary thought isn't it?

So, how do you tell if you are a joy sucker? In the vein of Johnny Carson, you might be a joy sucker if...

1. You have nothing nice to say about any models but your own.
2. If your first thought is about what's wrong with a model rather than how cool a model is and that someone actually finished an MPM or ProTech kit.
3. If you ponder if that Hellcat has

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From the Trenches

Hannover Anna

By Merrill Anderson

The Hannover CL series was unique among German single engine types in having a biplane tail unit. The series consisted of the CL II (180 hp Argus), CL III (160 hp Mercedes), CL IIIa (180 hp Argus high compression), and CL V (BMW 185 hp). Over 1,100 were built in 1917 and 1918. Although dismissed as a "minor type" by some writers, the Hannovers were tough, very maneuverable, and the biplane tail, high gunner's position, and close crew positions, gave the rear gunner excellent observation and fields of fire, plus the advantage of coordination with the pilot. Even top allied aces had serious difficulty bringing down the Hannover (Mick Mannock, engaging a CL II alone, had to give up and fly home, with his SE5a smoking). Several German crews made "ace" in the Hannovers.

The Hannover CL's entered service in December 1917, and flew until the end of the war. Used as escorts, ground attackers, artillery spotters, and reconnaissance aircraft the Hannover "did it all". The final version, the CL V, equipped with the outstanding BMW engine, had a top speed of 115 mph, and a ceiling of 30,000 ft. NOTE: The Airfix kit is the most numerous of the breed, the CL IIIa.

Russian SIGnals

by George Mellinger



The Red Army and Navy began the war with about 32,000 aircraft, of which 20,000 were combat types, about 11,500 fighters, 8400 bombers and 100 assault aircraft. During the war they produced another 106,400 aircraft, of which 88,300 were combat types. Then they received about 15,000 American lend-lease aircraft and 4200 British and Canadian, of which about 18,500 were combat aircraft, the rest being transports, trainers, and the odd sample of combat aircraft such as the Typhoon for testing. So, roughly 127,000 combat air-

craft, and 30,000 to 31,000 non-combat types, mainly trainers.

According to Soviet archival figures, during the war they lost 88,300 aircraft, including 43,100 combat losses and 45,200 to non-combat causes. This is astounding! Even though the combat losses include some thousands of aircraft bombed or strafed on the ground the largest portion during the first months of the war, and thousands more downed by efficient German FLAK, there are still vast numbers of air combat losses to support in general the claims of Hartmann, Nowotney, and the other German aces. But something else leaps off this page - over half the Soviet losses were due to non-combat causes!

There are several explanations. First there were difficulties with the aircraft themselves. Throughout the war the Klimov motors used by the Yaks and LaGG-3s were notorious for unreliability, and for leaking and throwing oil, and then seizing for lack of lubricant. Not that Yaks should be singled out. The LaGG-3 was notorious for instability as well as unmaneuverability. It also had a tendency for the landing gear to extend during flight and to retract while resting on the ground. Later, the radial engined La-5 and La-7 suffered from a strong torque pulling the aircraft to the right, and causing numerous crashes. (The political officers must have found this pull to the right particularly intolerable.) The Pe-2, the VVS's standard tactical bomber during the war was another problem aircraft, notorious for its difficult controls, instability and its high landing speed. Like the Marauder, but with more reason, the Pe-2 acquired a reputation as a widow-maker, even if you had to glance over your shoulder while speaking. and of course, the pilots assigned to the B-26 were far better prepared to cope with their aircraft's demands than Russian Pe-2 pilots.

Then there were the shortcomings of production, carried out by untrained peasant women, old men and children, under often primitive conditions. Rags were sometimes found left in pipes, nuts and bolts,

might not be tightened properly, parts not fitted well, and tools often were just forgotten inside the "finished" aircraft. There was a spell in mid-war when Yaks began experiencing a series of crashes when the wings shed their covering during flight. Eventually the problem was traced back to a bad batch of green camouflage paint. One of the paint factories had made some unauthorized and untested substitutions in the paint's chemical formula for substances in short supply. The result was paint which attacked the bonder holding the fabric covering to the wing structure.

Perhaps, most important, training was never adequate. During early

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Websites of the Month

by Terry Love

1 - www.moninoaviation.com

This is the website for the Russian Federation Air Force Museum at Monino, Russia. Lots of Russian Air Force and Navy aircraft on display. Thanks to George for this site.

2 - www.feldgrau.com

This site gives you the history of the German military from 1911 through 1945. It includes all branches of service, with great photographs. Tom, check out the Me-109 photographs!

3 - www.P47advocates.com

If you like the P-47 Thunderbolt, this is THE site for you. Everything you always wanted to know about the Jug!!

4 - www.panzerone.com

This site is dedicated to the Panzer tanks of Germany during World War II. Also included in this site are all of the variants of the Panzers. For all you armor buffs, this is for you.

5 - www.casperplatoon.com

This site is dedicated to the 173rd Airborne Brigade in Vletnam. It is mainly about their flight support, whose call sign was Casper. Great photographs. Bob Steinbrunn - check this site out!

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Boeing is developing the new 7E7, which will be a super efficient, 767-size of airliner. Entry into service would not be until 2009.

Boeing is developing the 737 more. Even in the drastically reduced airliner building business, Boeing sees a market for the 737-900 that would seat over 200 passengers.

Boeing is working on the Boeing 777-200LR. It would carry about 300 passengers about 9,000 miles. Boeing delivered only 381 airliners in 2002.

Airbus says that it has 97 orders for its new Airbus A-380 - the double-decked jumbo airliner. It will hold from 500 to 550 passengers. Cost is around \$250 million each. First flight is expected in 2005, with possible service by 2006. Orders are from Qantas Airways, Singapore Airways, Emirates, Lufthansa, and Virgin Atlantic

Airbus lost \$550 million as airline orders fall.

United Airlines is looking at closing one or more of their hubs. United Airlines has hubs at San Francisco, Los Angeles, Denver, Chicago, and Washington, DC. United Airlines lost \$328 million in the month of January, and for the first quarter of 2003, they lost \$877 million, which makes liquidation a real possibility. United Airlines will lay off 900 more flight attendants. United Airlines reduced its schedule by 8% more what had been planned. United Airlines, at the present time, needs to fill 103% of their seats just to break even.

United Airlines is planning to use 130 Airbus airliners for its spin off low-cost airline called "Starfish".

Swiss Air is cutting its airliner fleet by parking 20 of its aircraft. They have also cut about 700 more jobs.

Air Canada will eliminate 3000 more jobs by the end of 2003.

Continental Airlines will eliminate 1200 more jobs by the end of 2003. Continental Airlines has 44,000 employees.

Varig Airlines of Brazil is planning to return about 10 leased Boeing aircraft as they cut costs to survive. 6 or 7 of them will be new Boeing 767s. They are also trying to return at least three Douglas MD-11s.

Air India has sold 5 Boeing 747-200s as they also downsize. Air India has left 7 Boeing 747-400s and 17 Airbus A-310-300s.

British Airways is considering retiring its Concorde SST fleet due to increasing fuel prices.

United Airlines sold 7 Boeing 747-400s to Thai Airways. Sale price is around \$330 million. A new Boeing 747-400 costs around \$200 million each.

Continental Airlines has orders for 67 jet airliners from Boeing valued at \$2.5 Billion, and slated for delivery through 2008, including four aircraft due in the fourth quarter of 2003.

Atlanta's Hartsfield Airport handled 76.8 million passengers in 2003, 10.3 million more than second place Chicago's O'Hare Airport, the world's busiest.

If you measure takeoffs and landings. O'Hare is the world's busiest with 922,783 flights last year, about 30,000 more than Atlanta's.

Midwest Express received its first Boeing 717.

Hawaiian Airlines parked its last Douglas DC-10.

Hawaiian Airlines has filed for Chapter 11 bankruptcy. They have been in business for 73 years.

Japan Air Lines cut another 600 jobs company wide.

American Airlines has also reduced its schedule by 6% more.

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the right shade of zinc chromate green in its cockpit (or you snapped immediately when your read the above line to correct me and tell me that it is interior green, not zinc chromate). See how easy this is. Deep cleansing breath now.

4. If you go to a modeling meeting with the guys and you can't work up a smile or a laugh.

5. If you spend your time thinking to yourself how much better your model is than the one sitting next to it.

Don't be afraid, there is hope for you. Here are a couple suggestions for those of you who might be joy suckers or even joy suckers in training.

1. Find something nice to say. There is always something nice to say about a model. It might be the color of the tires or the cool paint scheme, but there is always something nice to say about them.

2. Build something out of the box. The term I've heard for these are "slammers". Slam them together and paint them. Nothing fancy, just something fun. It's ok, you don't actually have to show them to anyone.

3. Remember that this is all supposed to be fun and it really is a hobby. Keep it in perspective.

4. Finally, let it go. What I mean by this is that you may be the smartest guy in the room about a certain topic, be it color or details or even a certain aircraft, but you probably are the only guy in the room that actually cares that much about that particular topic. If people are interested, they will ask you.

Now, shut and build something. Really, I mean it this time!

Left: A Peruvian Su-22 Fitter-F of the Peruvian Air Force. Those of you seeing this on the web will enjoy the interesting color scheme of what looks like dark green (34092), Forest Green (34127), and F-15 gray (36176).

This is why we nag you to sign up for the online edition. Your mother would want you to - and so would Bernie!



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6. Shadows should be present when two surfaces meet (e.g. belts over tunics) and on undersurfaces (e.g. between legs and under arms).
7. White should not be used in eyes in order to avoid a pop-eyed look.
8. Eyes should be symmetrical, figure should not be cross-eyed or wall-eyed.
9. Figures shown on ground should have feet / footwear slightly indented in the earth to depict weight.
10. Weathering of feet or shoes, if depicted, should be appropriate to the ground cover.
11. Equipment being worn by or slung on the figure should be given an appearance of weight by indenting straps slightly into the shoulder.
12. Headgear shadows should show on the figures face.
13. Equipment such as swords should have a shadow shown on the figure.
14. Flesh tones should reflect the climate in which the figure is depicted.

Note: Additional equipment such as a desk, bar etc. will not be judged unless such equipment is included with the original figure casting / kit.

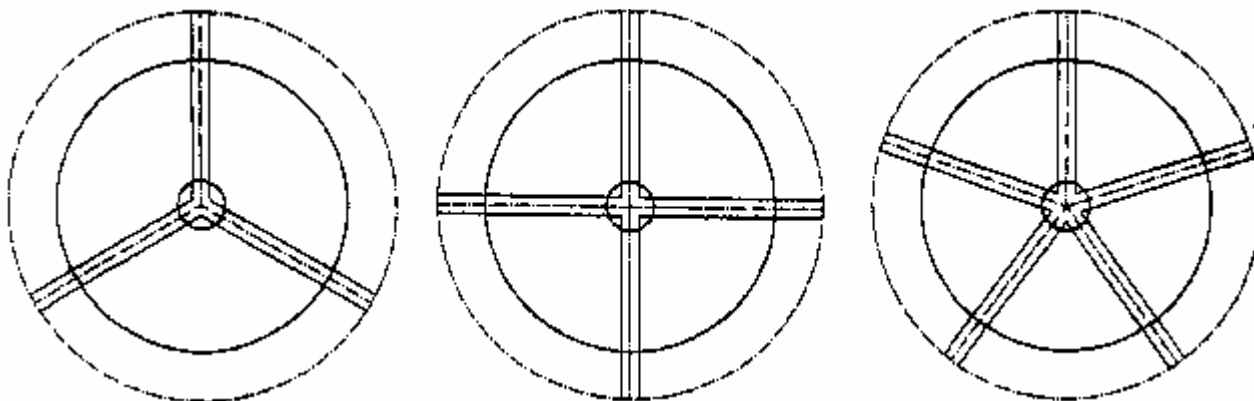
(Continued from page 5)

1942 pilots were going to the front with about 20 yours, and often as little as 11 hours flight time. Later during the war, the figure rose to 80 hours and finally about 120 hours. This might be enough to fly a forgiving aircraft in peacetime, but not a difficult aircraft, or a combat mission. Even before the war a pilot fully trained and with some squadron experience might have several hundred hours and still be unstrained for air warfare. Training in air combat maneuver was forbidden for reasons of safety. In the event of a crash, the pilot mangled in the wreckage might well be the one to suffer least. Not only would his commanders and mechanics be plagued by reports and investigations, there would also be the NKVD. In Stalin's time there was no such thing as an accident, someone must always be to blame for what surely was an act of sabotage. If you permitted one of your flight commanders to practice some maneuvers and two pilots locked wings... well, you will be unmasked as an agent of imperialism, so better to fly high, straight and level. Why worry about surviving war, when peace is just as hazardous. Also, as explained in an earlier col-

umn, training never included any serious attention to flying at night or under limited visibility, or to navigation. There were numerous incidents in the war when lack of navigation caused losses. Georgii Zakharov reports and incident when a squadron of "experienced" pilots had gone to the deep rear to receive a dozen Hurricanes as replacements for their regiment. On the flight back to their regiment, they lost their way over Russia's vast spaces, and stumbled around the sky until they all ran out of fuel and force-landed, writing off an entire squadron of Hurricanes, though fortunately with no personnel losses. On other occasions pilots, particularly the old-timers, either forgot to retract their landing gear, or Later to lower it. Such incidents appear to be countless, even if they were obscured in Soviet accounts until after 1991. Of course such problems added to the combat losses as well as the non-combat write-offs. There was an incident in when a new pilot joined a regiment during late 1941 and after several missions, score his first kill, ramming a Bf-109. But when he was asked why he had not tried ti fire his machine guns first, he explained he had never been taught how!

Propeller Alignment Jig by Cam Harris, IPMS Toronto, April, 1997,
submitted by Frank Cuden, courtesy of Mr. Harris

Often alignment of individual propeller blades on a model can be a problem. If you want to be sure of your alignment (and not just propellers), the answer is often a good jig. These CAD drawings are for 3, 4, and 5 blade props. Punch a small hole in the center for the prop or spinner shaft to protrude through. When installing the blades, sue the radial lines as alignment guides in whatever manner is convenient (i.e. - line them up with the leading edge, or the center of the blade, etc.). A block of plastic or something similar can be used to support the prop tip to ensure each blade is horizontal. If you want to get a little trickier, the support blocks can be tapered to ensure that each blade has a proper pitch setting.



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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