

## INSIDE THE 2003 IPMS NATIONALS- A SPECIAL REPORT

Text & photos By Ken Sallman



1/48 Scale Felixstoe F2A, by Lance Krieg of Des Moines. Starting from a Lonestar vacuiform, but heavily modified. Winner of the *Detail & Scale Award* and the *Michael L. Fritz Award*. This marvel will attend Nordicon this fall.

### Introduction

Our beloved editor, the Tweeze, allowed me to skip the award winning "Message from the President" last month in exchange for an article on the 2003 IPMS Nationals in Minnea...I mean Oklahoma City. I've included photos of what I felt were the better models at the contest and a few background shots to give those of you that haven't attended a National yet some flavor of what this contest is like. The photos of Steve and me at the *Red Dog Saloon and Gentleman's Club* have already been destroyed (as well as the negatives) and will not be included.

I arrived at Steve Hustad's home around 5:45 AM Wednesday morning. As promised, he was standing in the front yard with bags and models packed, ready to go {I found out later his wife had changed the locks on his house the day before and he had spent whole night on the front yard with bags and models packed, ready to go}.

We got on 35 and pointed the car south. About 12.5 hours later we arrived at the Westin Hotel, across the street from the Cox Convention Center where the main elements of the convention (Contest and Vendor Rooms) were located. The trip was relatively uneventful except for

a friendly exchange with a truck driver in KC and observing a B-52 performing crashes and dashes at a base near Wichita, Kansas.

Shortly after arriving, we caught up with Mark Copeland and Rick Swanson as they left the vendor room with bags bulging. As everything was pretty well shut down and the contest room held fewer models than I have on my shelves, we checked out "BrickTown" (similar to the Warehouse District in Minneapolis) and found a good selection of restaurants located less than three blocks from the hotel. For those of you who have not been to a con-

*(Continued on page 5)*

## TCAH Officers

**President**, Ken Sallman  
763-753-3783

**Vice-President**, Jim Kaltenhauser  
952-346-8460

**Secretary**, Bernie Kugel  
651-771-3525

**Treasurer**, Tom Norrbohm  
612-881-5763

**Historian**, Tom Norrbohm  
952-881-5763

## Newsletter Info

*Article Submission Deadline: 22nd of each month.*

*Editor*

**George Mellinger**  
(melli004@gte.net)  
5212 West 47 Street, Apt. 2  
Sioux Falls, SD 57106  
H: 605-362-5603

*Distribution Editor*

**Bernie Kugel**  
2080 Ivy Ave. East  
St. Paul, MN 55119  
H: 651-771-3525

**Newsletter Photographer**  
**Steve Jantscher**

**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

Send Change of address notice to:

Tom Norrbohm  
9936 Columbus Ave. S.  
Bloomington, MN 55420

## TCAH This Month

The monthly meeting will be held Saturday August 9 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 "Those Magnificent Men in Their Flying Machines"/ Any aircraft from 1789 to 1920

## General Meeting Minutes

July 12, 2003  
by Bernie Kugel

Our President started the meeting by calling it the AMS (Armor Historians Society). Scott Johnson has re-upped as a member. In old business, we are working on having a website memorial to the works of Michelle Choquette, we are getting photos of her work. For the Nordic-Con R5, everything is moving smoothly, we will have the last mini-meeting about it at the next club meeting. In new business the new TCAH logo contest is postponed until the artist renderings are completed. And finally, it has been decided to open the November Club Auction to the public. That means more money for the club, but probably you are going to pay more for the kits you used to get cheap. Until next month, That is all.

## Business Meeting Minutes

Businee meetings have been suspended for the summer months as members begin the long and arduous trek from the tropic mangrove forests of Albert Lea to the arctic tundra of Oak Grove, where Johan Allert will host the next business meeting in September.

## Treasurer's Report

July 2003  
by Tom Norrbohm

The early expenses are now starting to arrive for the upcoming Nordic-Con in September. Right now our expenses mostly involve printing flyers, postage and registration forms. Also we are starting to get income for the vendor tables. Our next big expenditures for Nordic-Con will be the awards and final payment for the display rooms (we have made a \$500 deposit already to reserve the rooms). This we won't have to do until September. Our balance as of 7/19/03 is \$4950.55.

## TCAH Calendar & Events of Interest

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

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

## Contest Calendar

- |              |  |
|--------------|--|
| 9-26-27-2003 | R-5 Con<br>Bloomington, MN<br>Contact Steve Hustad   |
| 10-18-03     | The Glue Crew<br>Park Inn 2101 Mountain Road<br>Wausau, WI<br>Contact: Joseph Drew<br>1-715-824-0173<br>Www.thegluecrew.com<br>(Our Brenie is organizing a roadtrip) |
| 12-13-03     | TCAH Members only invitational Single Engine Jet challenge   |

## Future Business Meetings

September 20?: Johan Alleert  
October 18?: Terry Love,  
November: 15? Jim Kaltenhauser.

## From the President

by Ken Sallman

The summer solstice has passed and as old Sol slips south, all we have to look forward to are shorter days, longer nights and the brutal bite of winter otherwise known as prime modeling season to the truly enlightened.

However, before we are able to stoke the fire, prepare a cup of hot tea and snuggle down with our latest project in front of with no fear of being interrupted with tasks like mowing the yard (honey, it only grows back!!), washing windows (they only get dirty again), pruning tree limbs or other meaningless

*(Continued on page 7)*

## On The Show Table

July 2003

1/32 Scale Aircraft  
Steve Jantscher  
Hasegawa FW-190D-9  
1/48 Scale Aircraft  
John Bernier  
Hasegawa Myrt (in progress)  
John Dunphy  
ICM P-51B  
Monogram Stuka  
Steve Erickson  
AMT Tempest Mk I  
Gavia La-7  
Tamiya P-47C  
Bernie Kugel  
Hasegawa Bf-109G-6  
Hobbycraft I-16  
Hobbycraft P-26  
Tom Norrbohm  
Tamiya F4U-1A  
Rick Schmierer  
Eduard Pfalz D.III  
1/72 Scale Aircraft  
Johannes Allert  
Hasegawa I-16 Rata  
Tamiya Bf-109E  
Steve Hustad  
Eduard Fokker F.I  
Roden Fokker DR.I  
Jim Kaltenhauser  
Aviation Usk Ki-115  
Sword Beetle Bomb F8F  
"spares box" Yamato Express  
1/35 Scale Tanks  
Don Burgoyne  
RPM T-34-85  
John Dunphy  
DML Panther A  
1/72 & 1/76 Scale Tanks  
Johannes Allert  
Emhar A7V Sturmpanzer  
Italeri M-4A3 Sherman  
Fujimi M-7 Priest  
Steve Hustad  
Fuimii Jagdtiger  
(in progress)  
Bernie Kugel  
Fujimi Hetzer  
Hasegawa Deuce and a Half  
Hasegawa Panth Ersatz M-10  
PST KV-1E  
Revell King Tiger  
Revell T-34/85  
Dave Pluth  
Fujimi M-4A1 Sherman

## Websites of the Month

by Terry Love

Following our newly introduced column feature of a "theme", Dave Pluth came up to me and said that "I WILL do noxt month's column on Japanese Aircraft", so since he is bigger than I am, here it is-----

1 - WWW.J-AIRCRAFT.COM This is the ultimate web site of Japanese aircraft. It has sub-divisions of Pacific fields, captured aircraft, wrecks, and lots of modeling tips. As a final note, our own Dave Pluth is the owner, designer, and geek-in-charge of this site!! Great job Dave!!

2 - WWW.HOME.INTERLINK.OR.JP/~KATOHOO This is the Museum of Imperial Japanese Airplanes. It is a great site with great links and data for all of the Japanese airplanes. You can hear a Zero fighter's engine from this site. It contains some Japanese printing, but lots of English. It lists Imperial Japanese Navy and Imperial Japanese Army aircraft in detail.

3 - WWW.COMBINEDFLEET.COM/CV.HTM The Imperial Japanese Navy carried their aircraft on carriers. This site lists and describes, with great detail, all of the IJN carriers used during the war. It is a informative reference site.

4 - WWW.MODELSHIPBUILDING.COM/MWW2 JAPANESE This is THE model ship building site. It contains all of the kits available, resin parts, decals, photo etchings, references, links, etc. of all Japanese vessels. If you are going to build a ship, this is where you need to go.

5 - WWW.WWIITECH.NET/MAIN/JAPAN/AIRCRAFT This site lists and describes ALL Japanese aircraft used during the war. What a reference site. Great data and information! It has histories, and photographs.

6 - WWW.IJNAFPICS.COM Want a photograph of a Japanese Naval

aircraft? Well, here they are - all 1,621 photographs! ANYTHING that they flew is here. All pictures can be made screen size, and printed, if you wish.

7 - WWW.WARBIRDPIX.COM Just link up to the World War II Japanese aircraft photos, and set back to check them out. At the bottom of this site is the Zero Fighter website. ANYTHING that you ever wanted to know about the Zero is here. Also this warbird pix has some great stuff on various Minnesota airshows of the past.

## Spraybooth Logic

### Bored With It

By Dave Pluth

It was time to quit modeling. Not just quit for the evening, but for good. This didn't seem like a life's event to take lightly, after all I have a couple hundred kits yet to build, I have references that need referring to and most of all, I need validation! While all these things are true, a couple months ago the thought of quitting crossed my mind in a very serious way.

I had just finished a couple of Tamiya Spitfires and they had turned out ok. I was working on the next aircraft of my captured collection, a Fine Molds Judy, along with another Spit and a FM-2 conversion when it hit me. I'm just stinkin' bored with modeling.

Now this feeling hits at least once a year, when dog training season hits (we train hunting dogs and run in competition events). Training takes up 3-4 nights a week and at least one day a weekend. It doesn't leave much time for other things. In past years this has bitten into my modeling time, but I've always had the urge to go back to the hobby room and work a couple hours a week. In fact I kind of obsessed about it. This year was different.

It was different in that I really stopped caring about airplanes (gasp!). I had no idea when or where the air shows were, or even if there were any. I felt like I was dragging myself to the hobby room to work on stuff. Looking at my

(Continued on page 4)

## Airline Chatter

by Terry Love

Korean Airlines has ordered 8 Airbus A-380s, super double-decker jumbo jets.

Qatar Airways ordered 18 new Airbus aircraft with options for 14 more. The price of the order is \$5.1 Billion.

Cathay Pacific completely shut down recently due to the SARS factor, will resume 90% of their flights by August. They are based in Hong Kong.

GE Financial leases about 100 airliners to Air Canada. GE may seek the return of these leased aircraft which would kill Air Canada.

Concorde's final flight is set for October 24 for British Airways.

Northwest Airlines said 12 airliners, 1 Pinnacle CRJ, and 4 Mesaba SAAB-340s were damaged on Tuesday, June 34 due to strong winds at MSP airport.

Swiss airlines will lay off 3,050 employees, and park 34 airliners, and keep 74 airliners in service.

KLM will lay off 1500 more employees.

Midwest Airlines will begin servicing the routes of Kansas City to Orange County, California and Milwaukee to Orange County on October 1.

All Nippon Airways ordered 45 new Boeing 737s. This order will be a "saving grace" for Boeing who does not have many orders on the books. 215 different world's airlines have purchased more than 5,200 Boeing 737s, making it the best selling commercial airliner in history.

Air Tran ordered up to 110 Boeing 737s and 717s. ATA ordered 28 firm and options for 50 more 737s, and 10 firm 717s, and 22 options for more.

Boeing delivered the following types of airliners in the first six months of 2003 - B 717 - 11, B 737 - 85, B 747 - 10, B 757 - 9, B 767 - 17, B 777 - 19. TOTAL 145 Due to the vast down turn in airliners orders, Boeing laid off about 5,000 workers.

Air Canada is in the marker for a 100 to 120 seat airliner. The order will be for up to 105 jets. First in line is the Boeing 717 (Douglas DC-9

(Continued on page 7)

(Continued from page 3)

shelves of doom, there was nothing there that I could get really excited about. I was starting to worry a bit.

Then one Saturday, while out on a hobby shop tour with the boys, I picked up a small scale armor kit (a Revell Sherman). I figured that worst case I would add a field element to my shelf of doom.

I brought the kit home and broke open the box and started to build. I have to admit that I felt like a little kid again. I had no references and really had no idea what I was doing; I just knew I was having fun. Everything got cut out and painted, then assembled. It was pretty cool. After playing around with some weathering and putting a final flat coat on I stood back and looked and declared it "cool".

Total elapsed time for this exercise was about five hours. A normal aircraft takes me 40+ hours each. Hmm, I wonder why this was so enjoyable. For the last three months I've had a ball building armor of various shapes and sizes. It's like when I got back into modeling ten years ago; heck it's more like being twelve again only this time without the firecrackers!

So the theme for this month is to try to find something in your modeling that will be fun. For some reading this, that's not a problem, you're having a ball. For others you have experienced what I have and are just looking for a change. I would suggest small scale armor, but building a car may be your thing or a sci-fi model who knows. It just has to be something that you have an interest in and are willing to try.

Will I quit building planes? For a while. However, I'm back to being pretty geeked about Eduard's release of a Ki-115 in 1/48th, so I think I know what will bring me back to things with wings! I know I didn't feel that way a couple months ago.

So if you are having fun modeling, shut up and build! If you are in the modeling doldrums shut up and go build something different!



## Newsletter Announcement!

by the editor

On August 12, I will depart on my biennial pilgrimage to the Moscow Airshow. Since I will return on August 25, I believe I will be able to complete the usual 8-page issue in time for the September meeting - but only if I have your help. I hope to have the new issue half done before I leave, so that I can finish up upon my return. Obviously minutes and reports cannot be sent before I leave, but if other articles can be prepared and sent early, it will help. And other articles should be sent to accumulate in my mailbox without the regular e-mail nag.

And in the grand tradition of Ken "Schmoozin" Sallman, I promise I will also contribute a special report.

## Upcoming Books from SQUADRON/SIGNAL

by Terry Love

Here are the scheduled releases of Squadron/Signal books for the rest of the year:

July - *French Bombers of WWII In Action*

July - *F-100 Super Sabre In Action*

August - *Schnellboots In Action*

September - *US Flush Deck Destroyers In Action*

October - *SR-71 Blackbird Walk Around* (authored by former TCAH member - Jim Goodall, who else could do it right?)

November - *US Navy Aircraft Camo/Markings 1940-1945*

December - *FJ Fury in Detail & Scale*



A blank space is a terrible thing to waste. So here is a beautiful F9F-2 Panther from the IPMS nationals.

(Continued from page 1)  
vention before, this is a good thing.



*Steve arrives with his date for the evening.*

We experienced immediate seating, good food and (with the exception of Mickey's Steakhouse-Mickey Mantle is a native of Oklahoma) nicely priced. Jack Mugan dragged us to the afore mentioned Mickey's the last night of the convention where we proceeded to run up a tab equivalent to a month's food budget for a family of four.

#### **Vendor Room**

The next day, while Steve was registering his models, I made my first tentative steps into the Vendor Room. While the vendors count was down a bit from past years, it impressive and I found no problem in finding ways to add to my "shelf of doom". After going to a few conventions, one starts to recognize



*Ken resting between forays into the Vendors Room*

(and be recognized) by the various vendors. I had some great discussions with Jerry Crandle (Eagle Editions), Scotty Battistoni (late of Meteor), Ken Lawrence (Pacific Coast Aero) and Mike West (Lone Star), all the time scoring some great

deals. Mike West had the master for his forthcoming 1/48 Cruiser Catapult, just the place to show off the Kingfisher. Jerry Crandle had the new 1/32 cockpit for Hasegawa's FW-190D-9. It was magnificent and one found it's way to bottom of my bag.

While not the accomplished "schmooser" that Mark is, I did spend some time talking to the vendors from the Midwest areas in order to interest them in attending our Nordicon this fall. I have found it's most effective to talk to their wives and mention how close we are to the Mall of America. From the reactions I got, we should have a pretty good turnout for the R-5.

Below, I've included a photo of the Vendor Room in order to give some idea of what the "largest hobby shop in the world" looks like.



#### **Seminars:**

The number of seminars was down this year but most were well worth attending. Jack, Dave, Steve and I went to several including construction and use of jigs in modeling, techniques in scratch building, what judges look for, and one of the shortest given by Jim Mesko on US Armour camouflage during WWII (he stood up, said "olive drab" then asked if there were any questions).



*The George Mellinger Memorial Make-n-Take Room*

#### **Awards Ceremony:**

As mentioned earlier, we, including some friends from Kansas City, decided to forgo the rubber chicken at the banquet and ate at Mickey's. The restaurant is located across the street from the OKC minor league park (open-air baseball..can you believe it!) After settling the tab with everything we had left, including some extremities, we rushed back in order to catch the awards ceremony. We arrived just in time to hear the announcement for the 2006 venue selection. It was the eastern region's turn and as usual only one chapter (Atlanta) submitted a proposal.



*EA-6B, a personal favorite of the author, and not just for sentimental reasons.*

If memory serves, over 132 awards were given in just about every category one can imagine. As usual, Steve's name came up early and often, with the announcers mispronouncing his name (Hustad rhyming with "us-stead"). The same guys have been doing this for at least the last six years, so I felt a friendly lesson in Scandinavian name pronunciation was in order. A



*Best Aircraft-2003 award, but what is that guy's name?*

few minutes later, as I was escorted from the ceremony by the friendly security folks, the grateful look from

*(Continued on page 6)*

(Continued from page 5)

Steve (if a slightly flushed, down-cast face can be considered grateful) made the entire effort worthwhile. In the final count, Steve walked away with 12 awards, including Best Aircraft, out of 14 entries.



Some of the ship entries. At least The Yorktown's got airplanes.

At the conclusion of the awards ceremony, there was the traditional mad dash to the contest room to secure and pack the models for the trip home. At the Dallas convention in 2000, some intrepid soul decided he would control possible pilfering by locking all the doors except one and allowing one person at a time (>700 entrants with over 1600 models) into the contest room at which time they would be granted 3 min-



utes to gather their entries and leave before the next person was allowed in. Dave Weitzel pointed



The Vacuform X-51 by Bondo Bob.

out this individual at OKC. I thought he looked pretty good with the face about healed and only slightly favoring his right leg.



Lance Krieg's Albatros D.II. It will be flying escort for his Felixtowe at Nordicon.

**Conclusion:**

The next morning, Steve and I managed to pack up the car, settle the bill (damn credit cards, harder to skip out nowadays) and were on the road by 6:00 AM. We made pretty good time, stopping for breakfast outside of Wichita, Kansas. The food was mediocre at best and we decided that if you looked up the word "vacuous" in Webster's Dictionary, our waitress's portrait would appear as an example. We rolled into Steve's about 6:00 PM where we off-loaded his models and awards (van seemed to rise a little higher after that) and I rushed for home where I found that my wife had changed the locks to the house....



Who is this unmasked man?

**From the Trenches**

**The D VIII**

by Merrill Anderson

The Fokker D VIII, the last Fokker design of the War, has an enviable reputation, but not wholly deserved. The design was advanced, and efficient, and considering the powerplant, (the same Oberusall 110 HP that had powered the Fokker Dr. I Triplane) it was fast and quick climbing. When first introduced, as the Fokker E V), in June of 1918, it was a German fighter pilot's dream, fast, maneuverable, and excellent visibility from the cockpit. The D VIII was given the nickname "the flying razor" at some point (although by which side and when, has been lost to history). Despite the ferocious name, and a good deal of after the fact praise, the D VIII saw very little combat, with only a handful of victories recorded for the type.

The D VIII was designed with basically the same welded tube fuselage as the Dr. I and the D VI mated with a 'parasol' mounted plywood wing. The wing was strong, and light, a masterstroke of design, but production 'problems' resulted in several wing failures just as the type was entering combat. The design was withdrawn from service after Jasta 6 had recorded only two victories, the first unit to be equipped with the type. The problem was eventually found to be a combination of substandard work done by the wing subcontractor, and a poor choice of glue used in the production models (it was water soluble, and after a few flights, condensation buildup in the wings began to dissolve it). Such problems had been the curse of Fokker's designs throughout the war, and Fokker's defense of his design actually slowed the process. As a result, the E V, renamed the D VIII, was not released for combat until October, and so saw action only in the last few weeks of the war. When flown by experienced pilots (such as Ernst Udet and Osterkamp) the D VIII was an extremely dangerous opponent, but in the chaotic final weeks of the war, few German pilots were eager for combat.

(Continued from page 4)  
update). The other contender is the Airbus A-318. Mentioned also are the Embraer ERJ-195 and the Bombardier CRJ-900, both just under 100 seats.

Boeing estimates that the total market for the next 20 years for the airliner category of 90 to 120 seats, is for 3,200 aircraft - Almost off of them as replacements for DC-9s, and a few Boeing 737s. Boeing has built 162 of the 717s (Douglas DC-9s).

Comair, the commuter airline, has acquired 3 Boeing 737-300s. They are growing up, and with used airliners so very cheap, there may be more purchases.

United Airlines mechanics voted out the IAM union and voted in the AMFA union. The same thing happened at Northwest Airlines a few years ago.

American Airlines is cutting non-stop service to 27 airports. American also lost \$357 million in the second quarter of 2003.

Continental Airlines earned \$79 million in the second quarter of 2003.

Northwest Airlines earned \$227 million in the second quarter of 2003.

Delta Airlines earned \$184 million in the second quarter of 2003.

American Airlines will continue to close down its St. Louis hub by laying off 2,000 more employees - almost all of them were former TWA employees.

Continental Airlines is delaying the delivery of 36 Boeing 737s from the years 2005 until 2007. The order is worth \$2.5 Billion. Continental Airlines is also trying to delay the delivery of 11 scheduled 75s that are on order with Boeing.

United Airlines new low-fare airline, code name Starfish, will utilize 40 airliners from the existing United fleet of over 500 aircraft, and not the smaller regional jets.

Northwest Airlines retired Douglas DC-9-31, fleet number 9938, N1798U, msn 47369, the 529th DC-9 built, and delivered on October 23, 1969. It flew to Marana Air Park in Arizona on July 20, 2003. It ended its life with 78,900 flight hours, and 93,700 cycles. 100,000

cycles is the maximum life of a DC-9.

Northwest Airlines also temporarily parked at Marana Air Park, Arizona, its first Boeing 757 from the fleet, fleet number 5524, N5524US, on July 23, 2003. On that date, it had 54,300 flight hours, and 22,900 cycles - lots of life left on this airliner. Northwest Airlines took delivery of its first Airbus A-330 on July 6, 2003. It is presently on pilot qualification flights and will be put into service on September 2 flying the route from Detroit to Amsterdam. The second Airbus A-330 will be delivered in late August.

(Continued from page 2)

jobs that can distract the modeler from achieving Nirvana, we, that is the members of TCAH have a job and a decision to make.

#### **The job?**

Why hosting the IPMS Region 5 Convention. The vendor tables are starting to sell (15 at this time) with the promise of more to come. There was a lot of interest from both the vendors and modelers at the Nationals and I think we can anticipate a good turnout. Steve Hustad and his committee are working hard to make this a memorable event and I'd like to thank all for their hard work.

#### **The decision?**

TCAH needs to decide whether to submit a bid for the 2006 National IPMS Convention. For those of you who are new or weren't involved for the 2003 selection process, allow me to pick a few scabs: We prepared what we thought was a solid proposal at the 2001 Convention in Chicago for the 2003 convention. Our competitors were Dayton and Oklahoma City. Steve Hustad, John Roll, Steve Jantscher, Jack Mugan, Steve Erickson myself and others worked hard to select the best venue we could find, pick a date that did not involve a major holiday and worked up a very conservative budget which would allow us to present an excellent convention. If memory serves, 12-14 TCAH members were in attendance at the presentation (more than I have seen from any other club) and solid pitch was given. When the dust set-

tled, Oklahoma City went home with the marbles. We found out later that OKC had already been selected as consolation to losing to Dallas for the 2000 convention. I have no specific proof of that other than rumors and suppositions from other clubs, however, given the relative quality of the bid, venue and more important, the relative strengths of the respective organizations, it is not unreasonable to have a lingering suspicion that the "fix was in" as our brethren in Chi town might say.

The next central convention will be held in 2006 and the selection will be made in Phoenix in 2004. All chapters interested are required to have a preliminary proposal submitted by March. I would like to gather a group of members who would be interested in developing a bid for this convention. I feel this is a worthwhile endeavor and would like TCAH to pursue this opportunity. In the time since our last bid I have talked to members who are for and against bidding again. In order to determine what the club feels in general, a vote will be held at the August 9 meeting in order to gauge your feelings. If the majority is opposed, then the subject will be dropped. Otherwise I'll ask for volunteers to help gather the necessary information to see if a bid is feasible. This first vote is not to be considered the authority to submit a bid, but rather a mandate to recruit potential committee members and prepare a proposal. The proposal this committee develops will be presented to the club at either the January or February meeting, at which time another vote will be held to determine whether or not we submit to the IPMS National Committee.

Both the proposal and, if we do win, hosting the National convention will be a lot of hard work and a solid core team of 10-15 people is required to carry it out. An additional 20-30 members will be needed for the actual convention. I feel it is worthwhile and would ask each of you to consider not only if the club should pursue this but also what your contribution would be to make this a success.

# 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.



The Internet Model Shop!  
Great Stuff!  
Great Prices!  
Great Service!

John Roll  
Vice President  
john@rollmodels.com

2709 Vale Crest Rd.  
Crystal, MN 55422-3427  
Bus: 612/545-0399  
Fax: 612/545-0899

**RICHFIELD** 866-9575  
**LITTLE CANADA** 490-1675

**HUB HOBBY CENTER**

OPEN: MON-FRI, 10:00-9:00. SAT, 9:30-5:30. SUN, 12:00-5:00

Model Railroad, Radio-Control, Plastic Models, Science Projects, Kites, Rockets, Road-Racing, Videos

\*Richfield\* 6416 Penn Ave. S. Richfield, Mn 55423 (1 blk S of LUNDS)  
\*Little Canada\* 92 Minnesota Ave. Little Canada, Mn 55117 (Hwy 36 & Rice St.)

Twin City Aero Historian  
Atten: Bernie Kugel  
2080 Ivy Avenue East  
St. Paul, MN 55119

Return address requested