

Jef Verswyval of VMD Studios (aka Black Box) uses two part epoxy, wire and lead foil to create the masters for his resin molds. The techniques he uses can be applied to any detailing project. Verswyval spoke at the IMPS Nationals in Atlanta last July.

Detailing Cockpits by Rick Verner

Jef Verswyval of Black Box resin company uses simple techniques to create astounding cockpits.

Verswyval gave a seminar on how he details cockpits during the 2005 IPMS convention in Atlanta, Georgia on July 21. The techniques he uses to make the masters for his resin production runs could be applied to any detailing project.

One of his favorite materials to work with is Milliput, or two part epoxy called Apoxie Sculpt from CRM Hobbies of River Falls, Wisconsin. Milliput is actually a brand name, but people frequently say Milliput when they should be referring to any two-part epoxy.

Verswyval will use the Apoxie Sculpt for forming flat surfaces like interior walls, controls and even delicate wires.

Once mixed together the epoxy cures in about three to four hours. The curing process can be accelerated by heating the item in a toaster oven or placing it on a warm work lamp. Verswyval lets the Apoxie Sculpt start to set slightly so it is

easier to form. He then sculpts the detail pieces using the Apoxie like clay.

When Verswyval wants to form a delicate shape and have it secured to another, he adds talcum powder to the Apoxie mix like a baker adds flour to a dough, reducing its tackiness. He then forms and places the item where he wants it. Using a small brush dipped in water, wet the area where the two pieces will bond. The water dissolves the talcum powder and the Apoxie Sculpt glues itself in place.

Matching and cutting a bulkhead to the curvature of a fuselage can be frustrating. Verswyval suggests cutting the bulkhead stock as close as possible to the shape needed. Then line the edge of the bulkhead that will meet the fuselage with Apoxie Sculpt mixed with talcum powder sprinkled on the fuselage. With the Apoxie Sculpt along the perimeter of the bulkhead, squish the bulkhead into place. The talcum powder will keep the Apoxie Sculpt from adhering.

Remove the bulkhead and the formed Apoxie and let it dry. Once dry, go back and sand smooth the excess Apoxie Sculpt and you have a bulkhead that now fits and per-

fectly matches the contour of the fuselage.

I've used this technique to fill in some gaps between cockpit edges and instrument panels. I recently had to glue a large radome to the bottom fuselage of an AD4W Skyraider. The fit was poor, with lots of gaping holes. By putting the Apoxie Sculpt around the edges where the radome joined the fuselage, I pushed it onto the base of the model. This filled the holes and secured the radome to the fuselage. Before the epoxy cured, I smoothed the Apoxie with a wet paint brush. The next morning the radome was securely bonded to the fuselage in a smooth contour.

To make fabric items like seat belts and cushions Verswyval suggests kneading together some Apoxie Sculpt and roll it out flat. An empty beer bottle is a great rolling pin and of course you will be obligated to empty the bottle before you use it, he said with a smile.

Once the Apoxie Sculpt is flattened he forms it into strips and then forms the strips into the shape he wants. He adds texture by using a pointed smooth stick, like the end of a paint brush, and sculpts in the

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TCAH This Month

The monthly meeting will be held Saturday February 11, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

This month's theme is ski equipped aircraft.



General Meeting Minutes

December 2005

Meeting was called to order at 1:40 pm December 10, 2005.

The club gave Ken Hornby a round of thanks and applause for his service as President.

I Guests and New Members

1. Ed St. Denis and Winston Vermiliya from the Zumbro Valley club were present and gave a presentation for the "Hope it Don't Snow Show" on February 4th.

2. Please welcome Dan Sullivan as our newest member

II New Business

1. Bob Arko will be the new newsletter editor. Bob hopes to have the January issue out.

2. Anyone going to the IPMS Nationals early? Axel will be going to KC on Tuesday of National's week and would like to split a room.

III Old Business

Tom is accepting dues at the meeting or by mail.

IV On the Table

Merrill Anderson	"Mother Fokker" "Fokkenstein's Monster" "Black Widow Fokker" Fokker D VII Jasta 6 Roden 1/72
Ken Hornby	Albatros DXI scratchbuilt 1/72
Steve Hustad	Focke Wulf FW-190D
Steve Rewey Hasegawa	Fokker D VII 1/32
Don Stauffer	PE parts made from Micro Mark kit
Bob Maderich	Tiger II 1/76
Fokker D VII 1/48 Roden	1949 Ford 1/24 1937 Cord 1/24 1941 Lincoln 1/24 1940 Ford 1/24



Treasurer's Report

December 2005

By Tom Norrbohm

With the start of the New Year our club has 75 members, including Life Members. This is down from 85 total members in 2005. I suspected we would lose some members and figured around 75 for 2006. We are at that point now and we could certainly pick up a few more before the year is out. We're just getting started! On the subject of members, please give a warm welcome to our two newest members: Sean Brzozowski of Coon Rapids and David DeWitt of Newport.

We still have money! Our balance as of 1-26-06 is \$6,422.82.

Bill Read	Honda RC211V
"Valencia" bike 1/12	Tamiya
Pougeot "03" WRC 1/24	Tamiya
Pougeot "05" WRC 1/24	Tamiya
1933 Ford altered 1/24	Revell
Humvee w/shelter 1/35	Italeri
Humvee w/ Stinger launcher 1/35	Academy
Humvee up-armored 1/72	Fletcher Warren
Tiger I 1/72 Fujimi	Larry Donovan
Panzer I 1/72 DML	Airfix
Lockheed P-38G 1/72	

V. Merrill Anderson's Fokker Challenge

Large Scale Gold	Bob Maderich
Large Scale Silver	Don Stauffer
Large Scale Bronze	Gary Anderson
Small Scale Gold	Ken Hornby
Small Scale Silver	Fletcher Warren
Small Scale Bronze	Fletcher Warren

January 2006

Meeting called to order at 1:30pm.

New Members or Guests:

Welcome back Jack Lambert and

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From the President

By Steve Erickson

Happy Valentine's Day, in honor of this special day remember to bring your models that show a heart, bow and arrow, Cupid or other love related aircraft. No dear John aircraft need show. I can think of lots of squadron and personal markings that apply. I can even think of a French Souma tank with a heart on the turret.

Remember when you see this that our newsletter is up and running again, and Bob needs ---YOU---! Needs you to write an article, column or just a blurb for next month, so write something and I won't take up so much space.

We are still working on getting Dave "life member" Weitzel a program so he can take over the web site. This month we will begin taking nominations for club awards for:

MODELER OF THE YEAR

HISTORIAN OF THE YEAR

NEWSLETTER ARTICLE OF THE YEAR

So put on your thinking caps, we will be taking names this month and at the next meeting. We will be voting at the March meeting so these awards can be presented at the April meeting. Our 2005 Member of the Year will be selected by the three previous winners, Steve Hustad, Steve Macey and George Mellinger. So guys get together and hash it out. Remember these awards are TCAH's way of saying thanks to those member who have made a contribution to OUR club. Their efforts have made YOUR club what it is. See ya in February.



TCAH Calendar

February - Ski-equipped aircraft.

March - The Spanish Civil War. Polikarpovs. Fiats, Heinkels....

April - Bloody April! Bring your World War One models.

May - Victory in Europe month. So bring late war aircraft of the victors.

Business Meeting

January, 2006

No business meeting was held this month.

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folds.

Apoxie Sculpt can be found at Micheal's and Hub Hobby in Little Canada. Another similar material is Magic Sculp. A number of distributors offer Magic Sculp in larger quantities and more economical prices.

Although Verswyval uses Apoxie Sculpt for much of his work, he explained other detailing techniques as well.

To simulate circuit breakers or switches, Verswyval uses .005 plastic sheet stock. Placing the sheet over a firm but not hard surface such as a self-sealing cutting mat, he puts a ruler along the path of what will be a line of circuit breakers. He then uses a pointed (but not sharp) object to make indentations along the circuit breaker line. The ruler keeps everything in line and by following the markings on the ruler he keeps the indentations at the proper spacing.

Cutting mats can be expensive at hobby shops but Verswyval says you can buy two cutting mats at Walmart in the sewing department for the regular price of one. "Then you can go home and throw one away," Verswyval joked.

The color of the mat and work surface is also important. When

Contest Calendar

2-4-06 Hope it Don't Snow Show
IPMS Zumbro Valley
Stewartville Civic Center
Contact: Ed St. Denis
edwardstedenis@msn.com

2-24-25-06 IPMS Pathfinders
Raddison Inn
517 Grand Canyon Dr.
Madison, WI

3-18-06 LOCON 2006
IPMS Fort Crook
Mid-America Center
Council Bluffs, IA
Contact: Mike Cavil
402-493-9669
mcavil@tconl.com

3-18-06 11th Annual Show
Mad City Modelers
Radisson Inn
517 Grand Canyon Dr.
Madison, WI 54719
Contact: Jim Turek
608-329-7222
jjtmodel@yahoo.com

3-25-06 IPMS Quad Cities
Holiday Inn Center
Davenport, IA
Contact: Glen Broman
309-523-3671
gbroman@aol.com

Verswyval started at Verlinden Corporation many years ago, he was given a large white table with a bright light. He found it too hard on the eyes. He says a comfortable blue or green is a better for work surfaces and cutting mats..

Verswyval will make the different pieces of a cockpit like the consoles separately from smaller pieces of thin plastic. He then will put a small dot of Elmer's in the middle of the piece and maneuver it into position. Once in place with the Elmer's tacking it down, he paints the perimeter with Testor's cement from a small brush.

When gluing plastic to plastic, Verswyval recommends Testor's. He has found it to be a strong bond

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AIRLINE CHATTER

By Terry Love

On December 21, 2005, Boeing announced an order for 10 Boeing 737-800s from China's Xiamen Airlines. This elevates the 737 series of airliners pass the 6,000 mark. The breakdown is as follows: initial series (737-100s and -200s), classic series (737-300 through -500s) 3,132 were built, and 2,893 of the newer next generation 737 series (737-600s, -700s, -800s, and -900s). The 737 first entered service in 1968, and has carried more than 1 Billion passengers, and flown more than 75 Billion miles - more than 4000 roundtrips to the moon. The next generation of 737s (737-600s and upward) entered service in 1998. The 737 flies schedules into 115 countries and more than 750 cities worldwide. There have been 231 customers for the 737s. Boeing delivered the 500th model 737 last January. It was a Boeing 737-700 for Southwest Airlines.

Boeing announced that commercial airliner orders more than tripled to a record 1002 in 2005. Breakdown is as follows:

737 - 569 orders

747 - 43 orders

767 - 15 orders

777 - 154 orders

787 - 235 orders

Air India ordered 23 Boeing 777s including 8 777-200ERs and 15 777-300ERs, and 27 Boeing 787 Dreamliners. Also in the order we 28 Boeing 737-800s. Currently, Air India's fleet is 11 Boeing 747-400s, 2 Boeing 747-400 Combis, 2 Boeing 747-200s, 2 Boeing 747-300 Combis, 3 Boeing 777-200ERs, and 21 Airbus A-31--300s. The 787s will replace the Airbus A-310s.

Air One of Italy, ordered 30 Airbus A-320s worth \$1.8 Billion.

Federal Express plans to hire around 300 pilots this year. With all of the laid-off pilots from the major carriers, Fed Ex should have great choices. Cargo carriers are doing excellent business now. Some passenger carriers are rebounding a little - mainly American Airlines and Continental Airlines, even though

Continental lost \$68 million in the year 2005.

Airbus sold 1055 airliners in 2005, just barely beating Boeing's total of 1002. Value of all orders for Airbus is \$95.5 Billion, only about half of Boeing's value of orders. In 2005, Airbus delivered 378 airliners, and total deliveries since they began business around 1970, is 4,130. In 2005, Airbus delivered 289 is the A-320 series and 89 in the A-330 series.

Boeing has given the "go ahead" to develop a new version of the 747, the Boeing 747-800 utilizing very high technology developed from the new 787 Dreamliner, including winglets, composite materials, and GE engines with 70,000 pounds of thrust.

Northwest Airlines will take delivery of 6 Airbus A-330s this year of 2006, and 8 deliveries of Airbus A-300s in the year 2007.

Northwest Airlines's small and medium sized cities are served presently by DC-9s of 100 to 125 seat capacity. They should be served more efficiently by 70 to 100 seat smaller, newer airliners like CRJs or Embraers. These cities comprise 20% of NWA's domestic markets. Many of NWA's DC-9s must be retired in the near future.

Northwest Airlines Cargo operates 14 Boeing 747-200 freighters, which are also approaching their retirement ages.



Terry Love

On The Show Table

January 2006

Merrill Anderson/ Revell 1/72 Nieuport 17

Don Stauffer/ Trumpeter 1/350 Liberty Ship Jeremiah O'Brien

Frank Cuden/ Revell 1/72 F-89 Scorpion

Frank Cuden/ MPM Northrop A-17 (in progress)

Steve Hustad/ Xtravac 1/72 Albatros C.IX

Steve Erickson/ Hasagawa 1/48 Curtiss P-40E

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welcome to new members Dave DeWitt and Sean Brozozowsky.

New Business:

Newsletter is back in print thanks to Bob Arko! Deadline for submissions is the last Friday of the month. Bob is still looking for future submissions.

The website will soon be back. Dave Weitzel will have it up and running upon securing a computer program to help manage the site.

Membership in the club is at 75 members. Rosters are available at the display table.

Upcoming shows and contests include:

Zumbro Valley: Hope It Don't Snow show - Sat February 4th in Stewartville, MN,
IPMS Pathfinders: February 25th - Madison, WI
Des Moines Plastic Surgeons: April 22 - Des Moines, IA

TCAH contests:

Auction contest - May Meeting - Build-what-you-bought at the last auction
King of the Heavies - June Meeting - Multi-engine, multi-crewed aircraft, any time period

IPMS news:

John Roll reported on the possible change IPMS USA is considering in judging format: an "OPEN" format with a bronze, silver, gold award system. If you are an IPMS member, go to the IPMS website and weigh in on the debate.

Axel Kornfuhrer presented a cautionary tale about buying things on e-Bay.

Old Business: None

Show and Tell Raffle

Meeting adjourned at 3:15 pm

Modeling Tips

Compiled by Fletcher Warren

Instead of cutting out the acetate gauge lenses for your photo-etch control panel, try gluing the metal piece directly onto the plastic and then use the metal as a guide to cut the plastic.

To mask gear wells and cockpits for painting try using paper towels. Rip the towel into small pieces and push it into the opening with a toothpick. Then use a pipette to dampen the paper. Let the soggy towel dry overnight and then paint. The dried towel is easy to remove with tweezers.

Here's a very good rusting technique. You'll want to paint the rusted parts black and then use a rust color and go over them. The effect you want is almost like pre-shading. A good color is Humbrol 133. Also, soak some steel wool in water until it dissolves into rust and let the water evaporate. You should end up with a powder. Get some Iron or Ferrous Sulfate. Mix it with warm water until it is about the consistency of milk. Then mix baking soda with warm water until it is the consistency of milk. Use a separate brush for each solution as you don't want to contaminate either. Brush the baking soda onto the part and then the sulfate. Let dry. For a lightly rusted part one coat is sufficient. For a more heavily rusted effect such as a muffler, use 3 or 4 coats. If you want a heavy coat of rust, apply the rust powder onto the wet part and let dry. The effects are quite astounding.

With practice, you can achieve results like those pictured below.



If you have any interesting modeling related tips, please send them to me at emeikle@aol.com or by snail-mail at 3115 Rice Creek Terrace New Brighton, MN 55112.



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Steve Macey/ Tamiya 1/48 FW190A8

Dennis Strand/ LTD 1/48 CAC Boomerang

John Eian/ High Planes\Academy 1/48 CAC Sabre

Johannes Allert/ Revell 1/72 "FAMO"
German Halftrack



Dealing with Addictions by Jack Mugan

Ok, I've just finished my latest project, and now I will experience those mixed emotions once again. Elation; I have achieved my goal and finally finished the project. Depression; I did not build it as well as I had hoped to when I started. Now I have to decide on the next project.

I don't know about you, but for me, this process can take a bit of time. As I begin to see the light at the end of the tunnel on the current work in progress, I begin thinking about the next project. I discuss my ideas with my model pals; I start paging through books, I look through my respectable collection of decals, I can and do open many kits and fondle plastic parts, all in hope of finding that tiny spark of inspiration that will motivate me to start cutting sprue on something residing in my closet.

The funny thing is, I have every intention of building every kit when I buy it. I should go home and start building the kit right away. I know the reason the kit closet is so full of un-built kits. It is because they keep bringing out new stuff faster than I can build them. And then there is that darn E-Bay of course. Oh, and lets not forget the club auction, Regionals and Nationals and the Squadron flyer. What's a modeler to do with all those temptations?

So what is the process you go through? Do you always know what your next project is going to

be? Some modelers I know have several projects going at the same time, myself included. Nonetheless, I still experience the same let down when I've completed a model. It always takes a few days to ramp up again, even with a project already in some stage of construction.

What complicates the issue for me is the abundance of after market detail sets residing there along with all those other kits on my closet shelf. Now how did that happen?

I have decided that I may have developed some bad habits over time. I often get equally excited about an after market conversion kit, as the model kit itself. I've been known to buy a conversion kit before I owned the model kit I needed to use it on. Now how crazy is that?

I blame this on the development of resin parts to our hobby. You know, all of this started out innocently enough. If I remember correctly, resin took off with the car modelers first. It was just some modelers who made a few resin parts for themselves, and then a few for some friends and then, before we knew it, we had a whole new cottage industry.

A few aircraft wheels here and there, some car bodies and engine accessories, then whole cockpits, cars, planes, ships and figures. Now I have become a "Resin Junkie", always on the lookout for the latest add-on to any kit I may have on the shelf.

As if that were not bad enough, about the same time the resin revolution came along, so did metal etched parts, and at that point, I was doomed to suffer the additional decision process of which way to go. There is something about finding a very large and complex metal fret, or a beautiful resin cockpit, wheel well or wing fold chocked full of additional details that hits my hot button. To me, finding these treasures seems to open the possibility of building that dream project. I choose to believe this problem is common throughout the hobby world, no matter what you build.

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New Member Profiles

Sean Brzozowski's uncle used to bring models back from Czechoslovakia to Poland for Sean to build. Back then, any nearby color was applied to the completed model.



Sean has lived in the states for a number of years and moved to Minnesota from the east coast about three years ago. Before moving to Minnesota he learned the benefits of being in a club and attended the New Jersey chapter of IPMS. "They were really helpful in teaching me new techniques," he said.

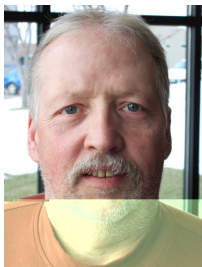
Sean works for Medtronic Corporation as a computer programmer and lives in Coon Rapids. He builds mostly 1/48 aircraft but has recently branched out and has started building armor and some Sci Fi projects.

He works with an Aztec 470 airbrush and works predominately with Model Master enamels. "I know how to work with them and what to expect," he says.

Sean had heard of TCAH a while ago but it wasn't a good time to join. He recently came to Nordicon and that rekindled his interest.

Sean looks forward to meeting other modelers, seeing their work and learning new techniques. Welcome aboard Sean.

Building models has helped **Dave DeWitt** satisfy a life-long interest in aviation.



Dave started building models as a young boy and has blown up his share of models. His first plane was an X-15. Over the years his interest moved to

German WWII armor.

He enjoys the challenge of rec-

reating the armor camouflage patterns and is looking forward to learning new techniques. He works with and Iwata and Paache airbrushes.

Dave learned of TCAH by meeting member Larry Donovan. Networking is another attraction to the club.

The Fleming Field meeting location is a short drive from his home in Newport. "And besides, instead of going to the store, it looks like the store comes to us," he said from in front of the vendor tables.

Glad to have you with us
Dave.



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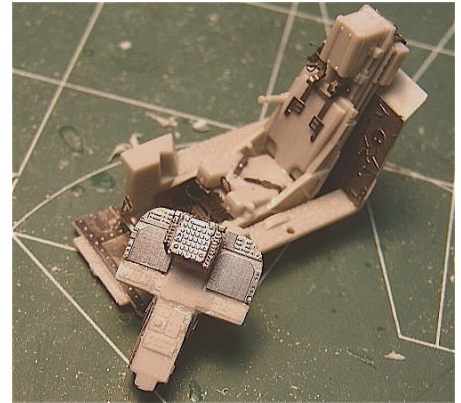
OK, I'll admit it; I wasn't cut out to be a real scratch builder, you know, the kind that starts the project with a set of blueprints and a few sheets of styrene. Truth be told, I knew I wouldn't invest the time, no matter how much I admired those models. But lo and behold, observe the resin and etched metal products available today, and that spells "Shortcut" to me. I can have my cake and eat it too.

Well in theory it does, but all too often I find that many of these products do not just drop in as advertised. I find myself in the business of adapting one kit to work with the other; you know, really modeling, and this can result in some interesting problems. Unfortunately, once I'm committed, I have little choice but to plow ahead and make the most out of a bad situation, or decide to build it straight out of the box and chuck the expensive add-on set. This last option can get pretty expensive.

Another benefit of these after market kits; I assume the "Master Builder" has done all the research, therefore letting me off the hook of getting every detail correct. Fortunately, this is true in many cases, leaving me, the modeler, the job of getting the colors right.

I recall thinking the prices for these after market products were very reasonable, when they first ap-

peared in the hobby shops. Believe me when I say I don't think that way today. Today, I can pay as much, **or more** for the after market products, than I will pay for the model kit I wanted to use them on. **Need I point out again that the model**



kits are not that cheap anymore as well? How did that happen?

I would not have believed I would pay \$50 to \$150 for a model? So far, I have managed to keep from falling in love with those kits in the three-digit range, but I must admit I have been tempted from time to time. Seriously, I think that is reason enough to start working on the pile of un-built models on the shelf, don't you?

But I digress.

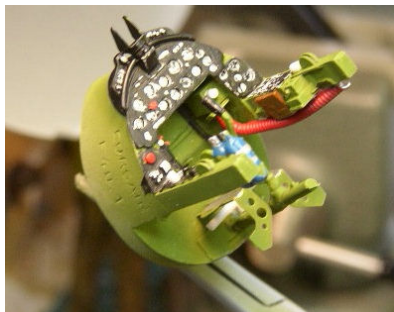
Sometimes, due to my temporary insanity at hobby shops, club auctions and mail order sites, I will end up with several different after market products for one kit, usually resulting in a wee bit of over kill. I developed this particular bad habit when it was common for these types of products to be available in the marketplace for a very limited time, therefore I bought them when I found them, and stored them in the appropriate kit for later use.

This kind of cavalier purchase style can result in complications when it's time to build the kit. Sometimes I open a model kit; I discover I have gone overboard in shopping for extras on this model. Ultimately, I will use a little of each of the sets, depending on what each set offers, often intermixing metal etch parts with their resin cousins as needed. It is really hard

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for me not to use all that is offered



by these products, (*waste not, want not up bringing I suppose*) but eventually, I've learned how to say "ENOUGH", and put the left-over pieces into a parts box, never to be looked at again.

When it is time to actually use these products, I find the hardest part, for me at least, is attaching small and often fragile parts without getting the glue all over the place. Modelers sometimes use Future to secure these parts, but I usually stick to epoxy and the various CA products available. However, developing a good applicator, capable of placing the proper amount of glue just where I want it, still evades me. Trust me when I say I have bought them all in an effort to find the perfect applicator. So in the end, I use a straight pin or a small length of fine wire, and hope for the best.

A pet peeve of mine is the instructions for some of these detail sets. They can leave a lot to be desired. It can be frustrating when I have bent a small metal part only to discover I have bent it the wrong direction, and in all probability, it's going to break off when I try to correct my mistake. This usually results in some nasty language and a bit of scratch building to save the day.

The bottom line: when they work they are the answer to my prayers. They can make an incredible difference to my completed model, Granted, these detail sets are not for everyone, and they can add considerable cost to the project. I know many modelers are content with details that come with the kit, or they would rather do it themselves. But as for me, I'll take all the help I can get.



(Continued from page 3)

and doesn't dry too fast.

Once the detail pieces are in place Verswyval goes back and coats each piece of the cockpit with Elmer's glue. It seals the part in place and smooths out imperfections.

To clean up the detail work of the extra glue and dust that doesn't come up easily, Verswyval uses a fiber brush. The hairs are made of firm fiberglass and won't hurt plastic but they are strong enough to work out the gunk. The brushes can be purchased at art supply stores or Micheal's.

Verswyval's favorite way to make oxygen hoses is quite simple. Starting with a thick piece of stretched sprue, he coils a thinner stretched sprue around the thicker piece. This simulates the circular wire around the hose of the mask. Tack the beginning and end of the run of the thin sprue with super glue, then paint along the thin sprue with Testor's cement, bonding the thin and thick sprue into a nice unit.

More information about Verswyval's company, VMD Studios, can be found on Hyper scale and at vmdstudios.com.



FROM THE EDITOR

Wow! What a response! I want to thank everybody who submitted material for the newsletter. There was more than I could squeeze into the 8 page format, but rest assured it will all find its way into print here. So if you don't see your submittal in this month's issue, don't feel slighted. I'm beginning to understand the comfort feeling editors have when there is a backlog of content. Keep it coming!



FOR SALE - Various issues of Fly Past magazine, Combat Aircraft magazine, and the Arco Aircam Aviation Series (25-30yrs old). Call Jody Seaverson Evenings until 9 pm and weekends at 651-776-0757.

TCAH GROUPS INVITATION

If you would like to participate and be a part of an important part of the club's activities, I encourage you to join the TCAH Groups discussion forum. You will get important up to date information pertaining to the club and communicate with other club members in the Groups. At present we have approximately 40 members and welcome any new members as well. If you are a current TCAH club member and wish to join, send me your current e-mail address to: tomnorrbohm@juno.com and I will send you an invitation to join and a profile to file out.

Tom Norrbohm
TCAH Groups Moderator

A WORD FROM YOUR TCAH GROUPS MODERATOR

I noticed that some of the members are no longer getting messages on the TCAH Groups for some reason or another. Usually it means that the member has changed to a new e-mail address, or has changed settings on their computer. If you have not been getting anything on the Groups of late and HAVE changed your e-mail address, you can go to <http://groups.yahoo.com/group/tcah> and if you know your Yahoo! ID and password, you can go to the edit membership and enter your new e-mail. If you encounter any problems, drop me a line at tomnorrbohm@juno.com



Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

If 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 available.

Twin City Aero Historian
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Return address requested

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 Ken Hornby at 651-552-0888

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 treasurer.


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