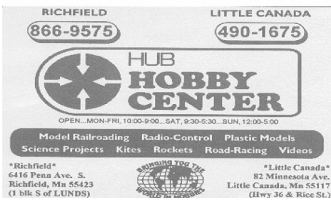


Directions to the Club Meeting Location		
<p>Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.</p> <p>If coming from the western Twin Cities going east on 494:</p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> miles toward the Fleming Field airport terminal building. <p>If coming from east Twin Cities on westbound 494:</p> <ul style="list-style-type: none"> 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 <p>The terminal is on the right with parking available.</p>	

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.



The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material to the editor and address changes to the treasurer.

<p>Monthly Themes 2024</p> <p><i>January-TCAH Club Contest</i></p> <p>February-Water subjects. (ships, floatplanes, etc)</p> <p>March-Commonwealth subjects. (British, Aussie, Irish, etc.)</p> <p>April-Club Auction. (Bring all your stuff you don't want anymore)</p> <p>May-Ugly subjects (you are left to your own opinions here!)</p> <p>June-The Golden Age (subjects between the wars) (1920-1940)</p> <p>July-Modern Military subjects (1991-present)</p> <p>August- World War One subjects</p> <p>September- Sci fi and real space</p>	<p>October- modeling 'disasters' (again, you decide what that is for you)</p> <p>November- A "Silk Purse" from a "Sows Ear" (a build from a notoriously bad kit)</p> <p>December- our annual "White Elephant" kit exchange</p>
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Hasegawa Lockheed P2V-7 Neptune 1/72 Scale by Mark Krumrey		
<p>The Lockheed P2V-7 (SP2-H) Neptune by Mark Krumrey</p> <p>The Lockheed P2V-7 is a direct descendent of the Lockheed Hudson and the PV-1 Ventura.</p> <p>A midwing monoplane with a single large fin and a tricycle landing gear, The XP2V-1 was powered by two Wright Cyclone R-3350-8 engines, carried an aircrew of seven including a bombardier/nose turret gunner, dorsal turret gunner and a tail turret gunner.</p> <p>Over a seventeen year period beginning in 1945 seven</p>	<p>major variants totaling 1,051 Neptunes were built by Lockheed with the final production P2V-7 Neptune coming off the assembly in in April of 1962. (1)</p> <p>The Neptune served in the U.S. Navy until 1978.</p> <p>The Kit Prior to 1972 the only model of a Neptune was the Revell, box scale P2V-7 Kit H239-98, which was released in 1955.</p> 	<p>In 1961, Revell retooled this kit into a P2V-7, sans the AP2S-29 Radome, added skis, and released it under the Famous Artists Series with some great artwork by the late Jack Lynwood, depicting a Neptune at an Antarctic base during operation Deep Freeze..</p>  <p>It was in about 1976 or so that I saw Jim Goodall's Neptune in the display case at Custom Model Hobby in South</p> <p><i>(Continued on page 4)</i></p>

TCAH Officers

President, Mark Copeland

Vice-President, Steve Hustad

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Historian, Merrill Anderson

Newsletter Info
*Article Submission Deadline: 22nd of
each month*

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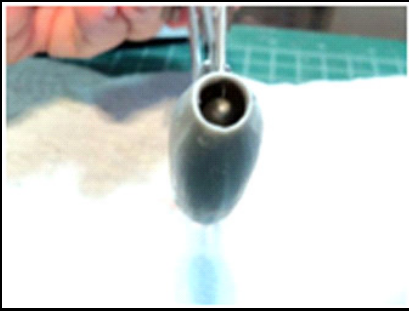
(Continued from page 5)
best lacking even the control yokes, the observers safety grid in the nose is not molded correctly, the landing gear isn't in their correct locations, the landing gear doors have no attachment points, and the jet pods are hollow with no detail in the exhaust cone and no provision to display the forward portion with the doors open; so it gives the modeler a blank canvas to work with to add the missing details and make corrections accordingly, if so desired. All of that being noted, the model builds into a nice model of the Neptune.

I added some "detail" to the cockpit. I did manage to scrounge up from the spares a set of yokes, radios and with some creative license added these to the interior. I used Tamiya 1mm tape painted a tan color for seat belts. For the observer station in the nose, I did fashion a seat that more or less resembles the actual seat vice

the kit provided seat, added some radio pieces, added bracing to the observer "grid" whatever it is and called it good. As the gear doors had no way to attach to the gear door openings, I added some thin sheet plastic, being careful to leave enough space for the main gear braces, and was able to attach the doors with no problems.



I had some left-over DC-6 prop spinners from a Heller DC-6 that I cut down and fitted into the rear of the jet pods and called it good. For further construction I followed the directions.



One thing I noticed was the odd sequence of assembly and the parts layout. The propellers are a two-piece hub with four separate blades. I wonder why

(Continued on page 7)



OmaCon 2024

Scale Model Show & Contest



RETURN TO OMAHA BEACH



Join us in Omaha to celebrate the 80th Anniversary of the 1994 IPMS/USA National Convention

Saturday, March 23rd, 2024
9 AM – 4 PM

Omaha Police Officers Association Hall
13445 Cryer Avenue, Omaha, NE 68144

Over 30 Contest Categories, Vendors Room, and Our Great Fort Crook Raffle!

- ♦ Registration: 9 AM until Noon ♦ Awards Presentation: 3 PM
- ♦ Contest Entry Fee (Unlimited Models):
Adults - \$15.00 / Juniors - Free
- ♦ General Admission: Free

Vendor Tables \$20.00

Vendor Coordinator: Phil Chronister E-mail: philip.chronister@gmail.com

Contest Chairman: Shaun Landry E-mail: shaunlandry@yahoo.com

(Continued from page 2)
Anniversary of the Normandy Invasion of June, 1944.

Lastly, if you want to spend a little time in the Wisconsin north woods, the folks in Eagle River, Wisconsin are once again hosting their annual "Spring in the Pines" annual contest and swap meet.

These are all within a few hours of the Twin Cities and all are worth attending.

Our theme this month is Floatplanes & Flying Boats. Bring anything that fits the theme or for that matter anything you wish!!

Looking forward to seeing you all at the meeting!!



"Spring in the Pines" Annual Contest and Swap Meet

Event Information

Event Date: May 18, 2024 - 12:00am to 11:45pm CDT

Location

Name: Eagle River Derby Track Convention Hall
Event Address: 1311 N. Railroad St.
Eagle River, WI 54521
United States



(Continued from page 1)
Minneapolis. Having watched many Neptunes fly overhead at my parents house in South

Minneapolis in the early 60's, and cutting the jet engines by the time they were over the house, I had always been intrigued by

their odd, yet somewhat appealing appearance. So, when I saw Jims model in the
(Continued on page 5)

(Continued from page 4)
shop, I knew I had to have one.

Fast forward to 2023. Over the years the kit has been released in several different markings with Revell of Germany getting into the act and marketing it in Dutch markings and I think Frog got in the mix as well. My

model was released in 1975, the box art of which represents an



aircraft from VP-1.

The kit includes the dorsal turret and guns of the original 1972 release and also includes the observation glazing which replaced the dorsal turret. By 2023 the kit is showing its age. The cockpit interior is minimal at
(Continued on page 6)

