

# The Aero Historian



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April 2002



## TCAH preceded the Oscars - and was better!

Here are this year's winners, as mentioned in last month's newsletter. From left to right, Jim Kaltenhauser, doing his impersonation of Dave Pluth - Newsletter Article of the Year, Ken Sallman - Member of the Year, John Bernier—Modeler of the Year, and Terry Love—Historian of the Year. What will they do for an encore performance?

### First Looks Roden's Albatross D I by Johannes Allert

The Albatross was Germany's response to the British DH-2 and the Nieuport 11 "Bebe" which were the Allie's counter measure to the Fokker Eindecker in 1916. I had built Eduard's Albatross D V this past year and had heard via the grapevine that Roden was going to release the German W.W. I "Albatross family" sometime this year. Imagine my surprise when I recently walked into Hub Hobby in

Little Canada to find the first of many sitting on the shelf waiting for me to buy. The kit contains a total of 77 parts. Not all of these are for the D I itself, but point to signs of greater things to come. One can clearly see that the variants will include not only the D I, but the D II, D III, D V as well as the Austrian variants too. Although they do not provide markings for the D II in this kit, the option to do so is still there. The top wing is divided into 3 sections and includes not only center section without the radiator, but two

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### TCAH This Month

The monthly meeting will be held Saturday April 13 at Fleming Field, South St. Paul, beginning at 1:30 PM. The feature event will be the annual members only model contest. Members may begin registering their models, or just hanging out, viewing the competition, and socializing from 11: AM. Detailed contest rules and categories will be found on page 3 of this issue.

There will also be discussion about a model display for the CAF.

## TCAH Officers

**President**, Steve Erickson  
763-521-9948  
**Vice-President**, Pat Butler  
612-915-1569  
**Secretary**, Ken Sallman  
763-753-3783  
**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

### Send articles to:

Via E-mail: [newsletter@aerohistorian.com](mailto:newsletter@aerohistorian.com)  
Via Snail-mail:  
George Mellinger  
Attn: TCAH Newsletter  
5212 W. 47 Street, Apt.2  
Sioux Falls, SD 57106

## TCAH Calendar & Events of Interest

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

May —“Weekend Warriors”. ANG and Reserve Aircraft  
\*\*\*

June —“Floats”. Float planes and amphibians\*\*\*

July —“Olive Garden Specials”. Italian aircraft  
\*\*\*

August - “P.O.Ws”. Captured aircraft  
\*\*\*

September —“Flying billboards”  
Commercial airliners  
xxx

October TBD  
\*\*\*

November TBD—Club Auction. No Theme.  
\*\*\*

December TBD—“Linebacker II-30 year Anniversary”. Vietnam era aircraft  
\*\*\*

Do you have something to include on the club calendar? Please let us know at [newsletter@aerohistorian.com](mailto:newsletter@aerohistorian.com)!

## From the President

No message from the president was received this month.

## Treasurer’s Report by Tom Norrbohm

Well all is quite on the Northern Front. The banquet has been paid for and our membership rolls have settled in. We have \$5013.00 in the club coffers and I can relax a little until Nordic-Con in September. I didn't make the March meeting due to weather, but should make the April meeting, so anyone with bills or club money to give me can do so then. !

## Business Meeting Minutes March 2002

No business meeting was held in March.

## General Meeting Minutes February 16, 2002 By Ken Sallman, Secretary

The meeting was held at Fleming Field in South St. Paul. While the weather was a little “frisky”, 19 hardy souls braved the elements to attend the meeting.

### Old Business:

Bid for the 2003 R5 has been sent to Jack Bruno. If awarded, the regional will be held in lieu of our annual Nordicon event and will be held on 26 & 27 September 2003.

This years Nordicon will be held on 7 September at the Thunderbird Hotel. Steve Hustad, the convention chair, is looking for a volunteer to help with publicity.

### New Business:

Bernie Kugel has been in contact with the CAF (Commemorative Air

Force), which is located about two hangers down from our new meeting room. They are interested in TCAH hosting a static display of model aircraft at their annual air show held on the first weekend in August (first weekend after Oshkosh).

Bernie has generously consented to take the minutes at the April meeting. I will be taking a “field trip” to attend the Region 11 contest in Titusville, Fl at that time in order to observe how other regions hold these events. No thanks are necessary, I am happy to “take one for the team” in order for our Regional to be as memorable as possible. I'll be meeting up with lifetime members Jack Mugan and Dave Weitzel and will include a photo essay on my return.

The April meeting will be held on 13 April and will also be TCAH's annual members only contest, so get your winter projects dusted off and bring them to our new meeting site at Fleming Field. No business meeting was scheduled for this month.

## On The Show Table

No report was received of the models on display at the last meeting.

## Join the TCAH Mailing List!!

We've setup a e-mail list for members of TCAH to keep up to date on the current club events and news. You can join by going to the TCAH website  
[www.aerohistorian.com/newsletter](http://www.aerohistorian.com/newsletter)  
and entering your e-mail address.



Supplements to this newsletter, or the glorious full-color edition can be found at:  
<http://www.aerohistorian.com/newsletter>.

## Contest Calendar

|                              |  |
|------------------------------|--|
| 4-13-2002                    | IPMS/Plastic Surgeons<br>Contact: Greg Metge<br>817 Grand Avenue<br>West Des Moines, IA<br>50265<br>GMGHA@aol.com                    |
| 5-3-2002<br>thru<br>5-4-2002 | IPMS R5CON<br>Hosted by IPMS/Gateway<br>May Community Center<br>DePaul Hospital<br>Bridgeton, MO.<br>Mike George<br>Ontrak33@aol.com |
| 5-18-2002                    | Annual Contest<br>Mad City Modelers<br>Verona Middle School<br>Verona, WI<br>Contact:<br>Jim Turek<br>jitmodel@yahoo.com             |
| 7-31 through 8-3-2002        | IPMS/USA National Convention<br>Virginia Beach, VA<br>Contact:<br>Bill Brickhouse<br>Billbipms478@aol.com                            |
| 9-7-2002                     | Nordicon<br>Thunderbird Hotel & Convention Center<br>Bloomington, MN<br>Contact: Steve Hustad  |

## TCAH Model Contest Rules and Categories

By John Higgins

The contest will be held on Sat. April 13, 2002 at Fleming field. There will be a total of 7 categories: Novice, General, Master and Miscellaneous. The Novice, General and Master categories will be subdivided into 1/72 scale and smaller and 1/48 and larger. The rules and categories are as follows:

### Rules

1. You must be a paid member of TCAH.
2. No joint projects. Models must be entrant's own work.
3. Entry fee is \$.50 per model.
4. Judges will be selected and will have the authority to disqualify models if need be.
5. 1st, 2nd and 3rd place awards will be given in each category.
6. Models, which have previously placed first in TCAH contests, cannot be entered.
7. Registration will be from 11AM to 1PM.

## Categories

**NOVICE:** Open to anyone who has never entered a TCAH contest, or anyone who has entered but has not placed. Juniors will compete in this category.

**GENERAL:** Models entered in this category can range from Out-of-the-box to models which have had some minor modifications such as True Details cockpits and other "drop in" accessories.

**MASTER:** This category will be comprised of models that have been extensively modified or altered and extensively detailed. Things like wired engines, scratch built cockpits and extensive photo etched parts apply here.

**MISCELLANEOUS:** This category will be made up of non-aircraft models. Armor, ships, cars, figures, sci-fi, dinosaurs, dioramas, etc. Juniors may enter non-aircraft models in this category.

These descriptions are meant to serve as guidelines only. If you are a first time entrant and feel you can compete in the General or Master category instead of Novice, then do so! If you have a model that borderlines the category, enter it wear you feel it will do best.

## Judging

Judging will begin at 1 PM. From three to six members will be selected by the contest chairman to judge. Members who have entered models can also judge. Only 1/3 of the models entered in each category will place. For instance, if 30 models are entered in the General category, 10 awards will be given and broken down into something like 2 firsts, 3 seconds and 5 thirds. Judges will pick the best 10% in each category and list them in order with the best first. The top vote getters from all the judges in that category will place. If only three models are entered in a category then a 1st, 2nd, and 3rd place will be awarded. If less than 3 models are entered then only one award will be given.

The judges will also vote for the best 1/72 scale aircraft and the best 1/48 scale aircraft. The Bob Nelson Memorial award will be given this year to the best U.S. Air Force Jet.

I'll need a few members to help with set up and registration. If you would like to help or be a judge call me at 952-894-5711 or E-mail [Jetranger15@cs.com](mailto:Jetranger15@cs.com).

## HELP WANTED

by Steve Hustad

One stoic soul to take on the "advertising duties" (flyers, magazine contacts, magazine notices/ads, direct mail effort, etc.) for this year's and next year's (R5Con probably) Nordic-Con. I've been doing that part all myself (along with much of the rest of the duties myself) these past three Nordic-Cons, but need some help on these next two - it's getting to be too much. We're going after the Regional in 2003 (as you all know, right?) and that's especially too much to continue with and all the rest. So if you'd like to do that part, then please LMK at (952) 949-2119 (weekends & evenings), or weekdays at (612) 349-3566. I can provide MSWord documents and lists to get you 'off the ground'...

Another Nordic-Con task that I'm looking for a volunteer for is lining up people and arranging for our traditional: "Featured Modelers" segment. Anyone want to hunt down and recruit those excellent modelers among us to put on a little show - at OUR show - for this year and next? If so, then LMK that too at the above listed phone numbers. \*OR\*, if you have a better/different idea for a way to spice up Nordic-Con (in a modeling way of course) instead of the "featured modelers" segment, then I'm open to those suggestions too - if you want to carry them out that is!. Either way, think it over and please volunteer!



## TCAH MEMORIES

by Tom Norrbohm

APRIL 1974 The April issue of the newsletter is a 24 page quarterly by editor Jack Mugan, with the kind help of the Dayton's printing department. These 'big' newsletters were the envy of the modelling club community at the time. Articles included were a in depth article on U.S. Navy P-3 Orions by Noel Allard that included profiles and tail markings in detail; A two and half page article on Commercial Aviation by Dave Galbraith; A two page photo montage of guest speaker Percy R. Bartlett, who flew with the AVG; A photo quiz page; Ace of the 82nd by John Stanaway; 3 pages of photos from the March meeting; detailed 3-view drawing of the XP-67 and much more.....

April meeting was attended by 44 members. This was Contest month with many models being entered, the largest turnout for a contest since the club moved to North Central Airlines. On June 2nd, the Air National Guard will hold an air show in dedication of the recently restored Seversky P-35. The club will be involved in a display at the show. Club decals are available from the treasurer for 50 cents each. Club Banquet and installation of officers will be held on October 2nd. The 1974 Mini-Air-Expo will be held November 30 - December 1. Club Officers: President- Ken Ring; V.P.- Ken Johnson; Secretary- Keith Nelson; Treasurer- Dave Sandsness.

### We need Your Help!

*From the Editors*

So do you like what you've seen so far in the newsletter? Want to be a little spoiled with twelve pages of articles every month? Well, we need your help for it to happen.

To put it simply, WRITE SOMETHING! We need your articles for the newsletter to keep going!

If you're interested in helping out, drop us a line at [melli004@gte.net](mailto:melli004@gte.net).



## J-news

By Dave Pluth

This month's column is going to be something of a departure. In fact, it's going to be completely and totally self-serving. This month I'm going to talk about a new online project that will be starting on J-aircraft.com in May called the Pacific War Airfields Project.

As most of you know J-aircraft.com is a site about Japanese Aircraft & Ships that I run. In the past we've been primarily a site dealing with modeling and modeling issues, this however is changing. J-aircraft is shifting more to a historical and research site with a lot of stuff for modelers.

The Pacific War Airfields Project is an idea that I came up with about six months ago. The basic idea is that a database be built of all the airfields in the Pacific and China that were used on all sides of the conflict and offer that database online to researchers and historians. The database would consist of descriptive entries, photos, personal histories and maps of those bases.

The other piece that makes this project somewhat unique is that it is a collaborative project. Anyone, be they researcher, historian or a guy with a bunch of photos can participate. If there is a piece of information or a photo that you may have in your collection of a particular airfield, you simply log in and upload the photo into the project. If your father (or grandfather) served on a particular field and you have information regarding his time there, there will even be a place for personal accounts and photos.

When someone opens the information about that particular airfield, your information (along with your e-mail, the source of the information and your biography) is displayed along with other contributing researchers information.

So why are we doing this? While the airfields throughout Europe have been well documented, very little in the Pacific has been docu-

## WEBSITES OF THE MONTH

By Terry Love

[WWW.B-26MARAUDERARCHIVE.ORG](http://WWW.B-26MARAUDERARCHIVE.ORG)

This is everything that you ever wanted to know about the Martin Widow Maker with lots of great photographs. Nose art in particular!!

[WWW.AAHS-ONLINE.ORG](http://WWW.AAHS-ONLINE.ORG)

This is the home page for the American Aviation Historical Society. It has at least three pages of related aviation links attached to it. Be prepared to spend lots of time here checking out those related links. This site also has the current issue, articles, and past articles back to about 1970. In the listings of aviation museums, you might discover a hiddne one that you never knew about. Again, be prepared to spent lots of time at this site.

[WWW.AVHOME.COM](http://WWW.AVHOME.COM)

This is the aviation home page. It is a modern archive of general aviation and it is very broad. It links cover everything from hobbies and leisure, to organizations, airports of the world, aviation events, flight simulators, etc. If you like modern civilian aviation, this is your site to visit.

[WWW.WARBIRDSITE.COM](http://WWW.WARBIRDSITE.COM)

This site's name says it all. It is all about warbirds. Dick Phillips - do not spend your entire day at this site!!!!

[WWW.AVIATION-HERITAGE.COM](http://WWW.AVIATION-HERITAGE.COM)

This site is a great aviation history site, but, I think, that the best part of this site is the links!! Wow!! Does this site have the links. Literally pages of links!! There is museums, organizations, manufacturers, magazines, and a list of their favorites that will knock you wings off!!

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## Free Russian SIGnals

by George Mellinger

Of all the Luftwaffe aircraft, which was most hated by the Russians? The Stuka which caused so much fear on the ground? No, they were easy enough to shoot down, and Soviet fighter pilots were always glad to greet them. The BF-109 which shot down so many Soviet aircraft? They also provided the Soviets many kills. The FW-190? Again no.

The answer may be surprising. The most hated and feared German aircraft, hands down was the FW-189, the *rama* (frame) as the Russians called it on account of its shape. It was hated as the all-seeing eye of the German army, the recon machine and the artillery correction machine. By order of Supreme headquarters, destroying the *rama* was the Soviet pilot's first responsibility; fighter pilots were even known to break off or interrupt other important missions such as escort, if a *rama* happened by. And adding to the Russian hatred was the difficulty of scoring the kill. Many Soviet pilots considered it a harder kill than a German fighter. It was slow and highly maneuverable, with excellent visibility, and the Russians considered it well-armed with guns protecting it from the rear, both above and below, and front guns capable of biting back. Additionally, it seems to have been far more sturdy than appearance would suggest, and on a number of occasions survived ramming attacks. Frequently the FW-189 was able to evade attack even by the best Russian aces, and like its ancestors of 1917 and 1918, it managed to claim quite a number of Russian fighters, some crashing into the ground while trying to keep up with the FW-189's maneuvers at low altitude, and others actually shot down. (Non-fatal damage and briefest loss of control can become very fatal at low altitudes where there is no time to recover).

One Russian who had a "close encounter of the *rama* kind" was Vladimir Lavrinenkov, Twice Hero, with 36 individual and 11 shared



victories. One day in late summer 1943 he was sent up to shoot down a pesky *rama*, flying his regiment commander's P-39 since his own was being serviced. It was a particularly skillful *rama* and repeatedly avoided Lavrinenkov's attacks. Ultimately, Lavrinenkov exhausted his ammunition to no avail - as ground control urged him on. Lavrinenkov, in line with standing orders that a *rama* must be destroyed "at all costs", executed a ramming attack, attempting to chew off its tail with his propeller. The collision finally brought down the FW-189, but damaged the P-39 sufficiently that Lavrinenkov had to bale out. The wind carried his parachute westward over German lines and he was captured before he could even shed his parachute. (He later escaped from captivity, and fought with the partisans for a while before being able to rejoin Soviet forces).

So it should not surprise that in the Summer of 1946 Pavel Sukhoi began work on an aircraft obviously inspired by the FW-189. The prototype flew in August 1947, after barely a year of work, and was designated Su-12. The Su-12 looked remarkably like a slightly larger FW-189, with a similar tail and fuselage layout with a dorsal gun, and an extension with a second gun position. The notable differences were a 3 foot greater length, wings about 10' greater span with greater area because they did not have the leading-edge taper of the Focke Wulf, and the powerplants. While the German aircraft used two 465 hp Argus inline motors to propel its 8708 lb. loaded weight, the Russian had two Shevtsov ASh-82FN radial engines, each producing 1540 hp. This gave the significantly heavier Sukhoi, (21,817 lb loaded weight) a greater maximum speed of 330 mph and range of 708 miles, significantly exceeding the FW-189's 208 mph and 416 miles. However, though

the Su-12 clearly surpassed the Soviets' *rama* nemesis, the age for such aircraft had already passed, and development never went beyond the prototype.

Now a 1/72 scale kit of the Su-12 has appeared, produced by MSV of Moldova. Parts are quite well molded, with acceptable light flash, and the critical fine parts thankfully free. While the panel lines are recessed, this is undone by the accompanying raised riveting. While in fairness, I should remember that the original aircraft undoubtedly had raised rivets, but on the kit they are overdone and must be at least the size of scale apples. Not even in Stalin's day was Soviet design quite that crude. You will want to sand them down a bit. On the other hand, the clear plastic parts appear excellent. One strange feature is the provision of each propeller blade as a separate part. This helps to boost the count to 78 parts. An unfortunate throwback is the provision of crew figures, and fairly crude ones at that, reminiscent of early Airfix men, save that you are expected to glue on the arms separately. I'm not sure its worth the effort. While the quality of this kit is not up to Fujimi, or even ICM, it is better than what I've learned to accept from Amodel, and not to be compared at all with such as Red Hurricane, or the nameless Soviet Yaks. For those wanting a model of a unique airplane, you probably can not do much better than this. My thanks to Oleg Kasatkin, well-known and respected in Moscow modeling circles, who surprised me with this kit.

Speaking of other Amodel offerings. Last month I mentioned that they were promising a 1/72 scale Tu-95 Bear. It is out. And must be huge. I have no idea about its quality. At that size I would hope it would fall near the better end of the Amodel spectrum, while fearing it might be toward the cruder end. At

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## Accurate Miniatures is Alive??

By Dave Pluth

That was the going internet rumor over the last couple of days. It had folks in the hobby shops buzzing and many Aerohistorians talking. Hmm, it must be true, it's on the internet, and it's from a reliable source... it's from a friend of a friend of someone who knows a buddy of the guy that called Korea to see if they could get the molds out of hock that Accurate couldn't pay for the last time and hence couldn't sell them to Italeri (where the rest of their molds went). It's gotta be true!

Ok, let's just for arguments sake say that there is a new AM. So what? Let's say that they do have a P-40E in 48<sup>th</sup> scale in the works. Ok, well that would be cool. A new P-40E would always be a good thing.

My question is, who cares? Do we not have a P-40E? Yup, I think ARII/Otaki released a kit a while back and while it's not up to industry standards, it still pretty much looks like a P-40E, doesn't it? Well yeah, but the cockpit isn't very good and there are rivets and the pilot is molded in the wrong color and the plastic is just too soft. Well, you'd best go down to your shelves right now and throw that piece of junk out, before it infects those other 300 boxes on your shelf.

The fact of the matter is modelers are never happy. Immediately upon release of the P-40E, people will be waiting for the P-40B, which they just know will come and which **should** have been released first, if they knew what the heck they were doing, before they, the modeler, will cut sprue. Or they will need to collect 14 sets of decals to pick the one they want (spending \$100 on decals while complaining about the \$28 cost of the kit), wait for the photoetch (which they will only use four pieces of), buy a \$30 resin cockpit and buy a Squadron canopy which they will promptly throw out because it's too cloudy to use.

What happens next is something that we are all familiar with. The kit

that we just couldn't wait for, that we just couldn't live without that would be the one other kit that we would buy before we die, gets put on the "shelf of doom", never to see the light of day again. You know the shelf of doom, we pretty much all have one, the shelf with a few hundred other kits that we just couldn't live without and bought. The shelf with enough spent cash on it to finance a small third world country. The shelf of other things that we just couldn't live without, but we have forgot about.

Does any of this sound familiar? It should. This happens at every meeting and at every hobby shop. It happens to all of us.

So what's my point in all this ranting and raving? My point is, shut up and build. Quit making excuses, quit waiting and quit whining about the "bad kit" or the kit that doesn't quite fit right. Just shut up and build something. When you do, you'll remember how much fun modeling can be again and you may even start to thin the shelf of doom! Now go build something!

So to answer the question, is Accurate Miniatures alive? I doubt it. However the good news is you still have 10 of their kits on your shelf un-built. See how easy all this works? Now go build something!

*(Continued from page 1)*  
more sections with different styles of radiators. Extra parts abound in this kit such as the tail section, wheels, props, machine guns, engines. All parts are finely molded in grey plastic. In fact, in some cases, too fine as one of the wheel shafts were found cracked on the tree. I know from their previous release of the Fokker D VII, the lower wings were "botched". As far as this kit is concerned, I can see no molding errors as of yet. The fabric effect is excellent and there is little flash on the parts themselves. What little there is can be quickly cleaned up with sand paper. Roden gives you marking for 5 different aircraft. The decals are thin, and are on register. In terms of accuracy, Roden appears to have gotten this kit spot on. According to the plans provided

by Argus Books

"Aircraft Archive - Aircraft of W.W. I Part One", the fuselage and wings line up perfectly. I know that there are others that have a greater knowledge base than I do regarding aircraft of this era. When I heard that Roden was going to come out with Albatross family of their own, my first thought was "Why bother?". From looking at this kit, I'm glad they did and believe I'll enjoy building Roden's as much as I did the Eduard kit.

*(Continued from page 5)*

about \$150 dollars from Linden Hill, not including the sandpaper, this one will be a bit pricey for me. As if I had room for anything that big anyway. And for those who do have an extra car port, Trumpeter has announced their own intentions of a series of Bear variants. In the same series, Amodel has also released another 'larger sizes' kit, one which will not be done by anyone else. This is a 1/72 scale kit of the Sukhoi T-4, strategic supersonic bomber prototype. Built in the late 1960s, this airplane looked much like the XB-70 and made extensive use of titanium, since it was aiming at a speed of mach-3. Much like the XB-70 it was not practical, and two prototypes were scrapped, while a third was retired t Monino. Slightly larger than the Bear, this kit should be slightly simpler since the streamlined shape means fewer parts. At about \$130, it is also too large for either my display case or my wallet. But those who are enticed, should act fast, only two hundred kits were produced.

On a more realistic note, let me observe that Gavia has a 1/48 scale Lavochkin la-7 announced for release some time this year. Considering the critical acclaim which has greeted their other kits, this should be great news for all you big-scalars. And Aeromaster/Strike Eagle will have a full run of decal options for you.



## Axel's Alley

Book news from Germania Books  
by Axel Kornfuhrer

Six new *Schiffer* releases from the Spring catalog recently arrived.

- 1) *Waffen-SS in the West... 1940*, hardcover, retail \$ 29.95
  - 2) *The 448th Bomb Group (H)*, lhardcover, retail \$49.95
  - 3) *Lockheed SR-71 Blackbird*, softcover, retail \$19.95 (has lots on YF-12A)
  - 4) *The M26 Pershing and its Variants*, softcover, retail \$14.95
  - 5) *Albatros D-II [WW1]*, softcover, retail \$19.95
  - 6) *Armored Vehicles and Units of the German "Ordnungspolizei"*, hardcover, retail \$39.95 (highly pictorial with lots of photos of captured vehicles in German markings)
- That's it for *Schiffer*. Two from *Fedorowicz* are supposed to be shipping at this moment:
- 1) *Combat History of the Schwere Panzerjäger-Abteilung 654*, hardcover, \$99.00
  - 2) *7000 Kilometers in a Sturmgeschütz*, softcover??, \$25.00

## Help Wanted - II From the Editor

So, have you enjoyed the last two newsletters? How can you help

We're seeking a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

If you're interested in helping out, drop us a line at [melli004@gte.net](mailto:melli004@gte.net)

## Tin Donkeys

By Merrill Anderson

The revolutionary all metal aircraft of Dr. Junkers began development in 1915 with the "tin donkey" monoplane, first flown in December of that year. Professor Hugo Junkers (1859-1935) was not the typical aircraft designer of WW I, middle aged, and not a pilot, Junkers was a university professor, who became fascinated with flight. He designed and built one of the first wind tunnels, and used it to develop his ideas.

The three Junkers aircraft which saw combat were the J-1, a two seat armored ground attack bi-plane, the CL-1, a two seat light ground attack monoplane, and the D-1 monoplane fighter. All three shared a welded steel tubing frame of great strength, cantilever wings, and corrugated aluminum skin. The J-1 saw extensive service in 1917 and 1918, and although rather un-gainly, was considered much better than the other 'J' types. Usual armament was two Spandaus machine guns and one Parabellum for the observer. Speed was 96 mph, and the ceiling was only 5,000 ft. A total of 227 J-1's were built, with 189 in service at the front in mid 1918.

The CL-1 was a two seat derived from the D-1 fighter. With a speed of 106 mph, two Spandau machine guns and one Parabellum, and a load of stick grenades or anti personnel bombs, the CL-1 was fast,

(Continued from page 4)

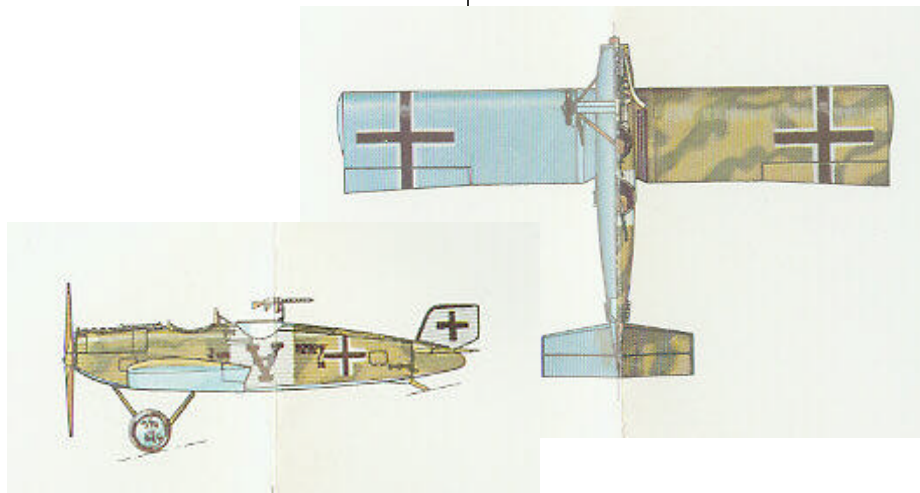
mented. This along with the challenge of using technology to change the way the research is being done and shared make it kind of interesting.

This all may fail miserably; at this point I really don't know. If it does, we'll still have listing and research available for at least 1700 Japanese Airfields (which is our starting point), which is 1700 more Japanese fields than were researched previously.

So, if you'd like to join the project, drop me a line and I'll send you an e-mail when things are up and running sometime in May.

maneuverable, and nearly indestructible. Over 50 CL-1's were built, with about 30 seeing action from September 1918.

The D-1 monoplane fighter saw very little action in late 1918, because of manufacturing delays, some due to the recall of most of the D-1's to refit them with the BMW engine, in place of the Mercedes 180 hp originally fitted. Very fast at 136 mph, maneuverable, and nearly fire proof, the D-1 was resisted by some front line pilots because the wide, low mounted wing obscured some downward view. Although at least 41 were delivered to front line units, perhaps as few as four actually saw combat action in October and November of 1918.



# 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 4way 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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