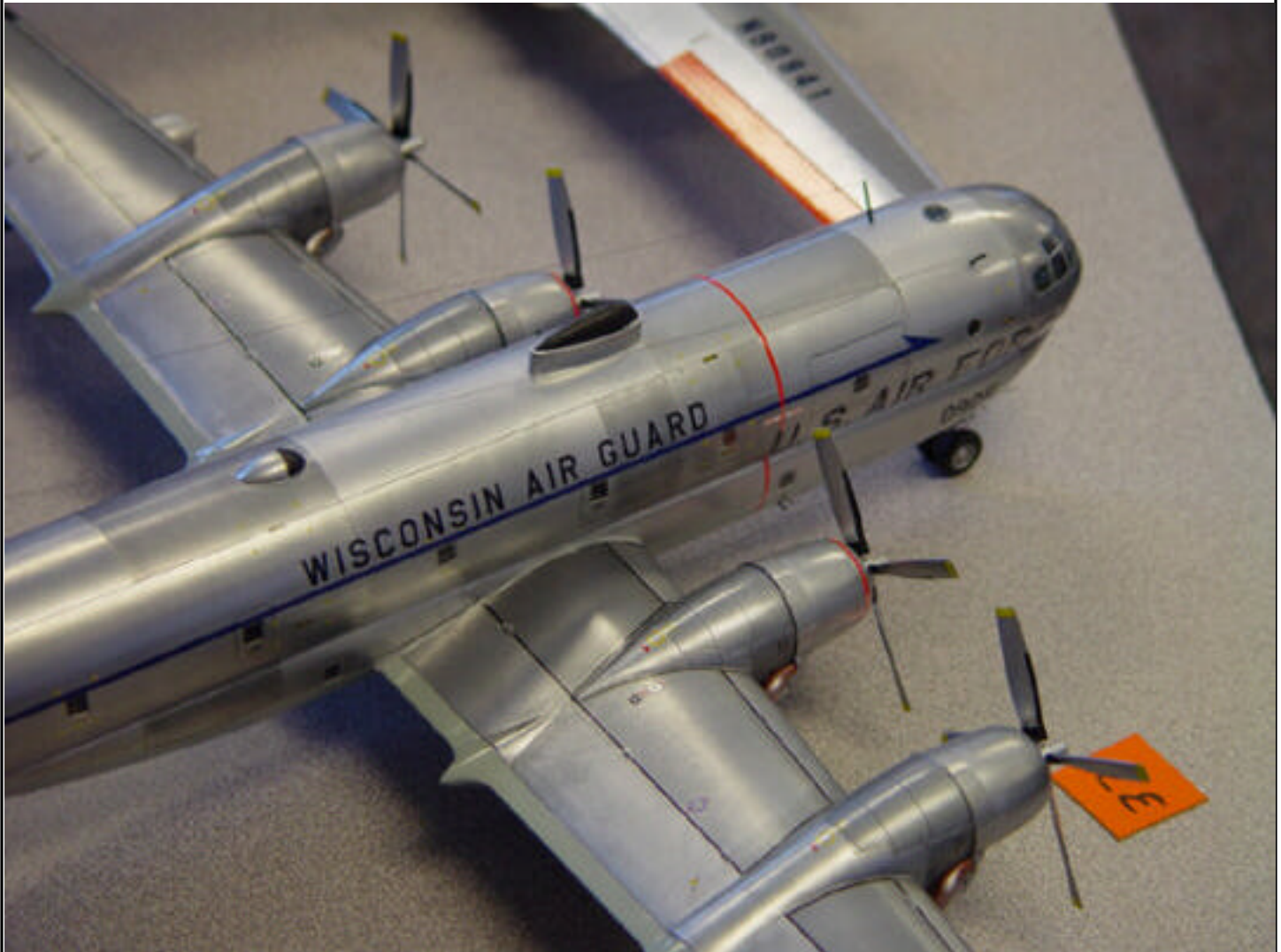


EXCLUSIVE!! YOU GAVE IT A PRIZE — NOW READ ITS STORY!



Mark Krumrey's award-winning Academy 1/72 scale Boeing KC-97L Stratotanker

Building the Academy 1/72ND KC-97L Stratotanker By Mark Krumrey

This article refers to the Academy 1/72nd KC-97L kit. The L has the jet engines, whilst the G has the underwing tanks. The C-97 has neither.

Boeing built 888 C/KC-97 airframes, prototypes using B-29 wings, engines and tails. Production models utilized the Pratt and

Whitney R4360 engines and an eight foot taller tail, which would fold to allow entrance into existing hangar facilities. The aircraft served up into the mid '70's with many Air National Guard units, some were cobbled into the "Guppy" program, and to this day some examples are still flying in Latin American countries. It was never a satisfactory cargo aircraft, and as a Tanker, had to be retrofitted with jet engines to accommodate refueling by the modern jets. This being said, it still

served it's purpose, from delivering over a million bags of coal to a beleaguered Berlin during the Berlin Crisis, to refueling aircraft during the Viet Nam conflict, and soldiering on with many Air National Guard units well into the '70's.

And most recently, a converted KC-97 is being utilized the TCAH as a storage facility at the site of the former Minnesota Air Guard Museum. This is a review of the

(Continued on page 5)

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
Via Snail-mail:
George Mellinger
Attn: TCAH Newsletter
5212 W. 47 Street, Apt.2
Sioux Falls, SD 57106

TCAH This Month

The monthly meeting will be held Saturday May 11 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30 PM. The display table will particularly welcome models of USANG and Reserve aircraft.

TCAH Calendar & Events of Interest

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

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!

Treasurer’s Report by Tom Norrbohm

The club account is down a little bit this month..... I lost at the tables at Mystic Lake, Oooops! On the serious side, we made a \$500 deposit to the Thunderbird Hotel for the IPMS Regionals in 2003. Our balance as of 4-17-02 is \$4441.94. We gained two more members, both renewals. This brings our membership total to 82. Until next month!

General Meeting Minutes April 13, 2002

by The Losing Secretary,
Bernard Kugel

With Ken Sallman gone from the meeting this month. (Seeing Mugan in Florida was too important.) I took it upon myself to write this month’s minutes since I lost the election by just one vote - my own! (And now you see what a wise vote you cast. – Ed.) Just joking here, now let’s get down to business.

Don Soderlund Jr. has returned after a long absence, and has signed up for two years.

Nordicon is set for Sept 7 at the Thunderbird in Bloomington. Steve Hustad is looking for people to take over advertising duties (flyers, direct mailings, etc) and someone to set up seminars and featured modelers.

NEWS FLASH! We have secured the R5 Con for 2003 at the Thunderbird. This will coincide with our Nordicon and turn it into a two day

event. Our inside club motto is: The Twin Cities is better in Sept. than Oklahoma City is in July.

We still need articles for the newsletter. WRITE SOMETHING!

Saturday, May 4 at 1 PM Jim Kaltenhauser will be changing the display case at National Hobby in Fridley. If you would like to display a model, please show up.

Mark your calendars! Saturday, June 29 at 3PM, Don Soderlund will be holding the annual Banzai Bash! at his place in St. Michael. Directions should be available at the upcoming meeting.

We held the members only model contest, and 49 models were brought in for a solid show.

On The Show Table

With the club contest, show-and-tell featured only a few models

Tom Norrbohm bought in a spectacular Hasegawa 1/32 Bf-109G-6, and four eye straining 1/144 Sweet Hurricanes and an Academy 1/144 Lancaster.

John Bernier bought in a 1/48 Eduard Newport. Nice kit..

From the President

No message from the president was received this month.

Business Meeting Minutes March 2002

No business meeting was reported as held in April

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 and entering your e-mail address.

Supplements to this newsletter, or the glorious full-color edition can be found at this same site.

Contest Calendar

5-3-2002 thru 5-4-2002	IPMS R5CON Hosted by IPMS/Gateway May Community Center DePaul Hospital Bridgeton, MO. Mike George Ontrak33@aol.com
5-18-2002	Annual Contest Mad City Modelers Verona Middle School Verona, WI Contact: Jim Turek jttmodel@yahoo.com
7-31 through 8-3-2002	IPMS/USA National Convention Virginia Beach, VA Contact: Bill Brickhouse Billbipms478@aol.com
9-7-2002	Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad

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.

TCAH Model Contest Wrap-up and Results

By John Higgins

The 2002 club model contest is over and it was a good one. Forty-nine models were entered and every category had at least one entry, the 1/72 General category proving by far the most popular. The quality of the models continues to climb year after year. To illustrate this point, all five judges selected a different model for best in show for both large and small scale on their first vote. A total of 10 models were considered a best in show candidate! The judges were asked to return to the tables and reach a consensus.

Speaking of judges, this Herculean task was performed by Bob Ferrara, Glen Horton, Jim Kaltenhauser, Mark Krumery and Dave Pluth with a special guest judging appearance by Johannes Allert. A big thanks to these guys and to John Dunphy for helping with the setup. Next stop, Nordicon

The categories and winners were as follows:

Novice

- 1st Bob Engelstad Bf-109FG
- 2nd Bob Engelstad FW-190D
- 3rd Bob Engelstad P-39 White Tail

General 1/72 scale and smaller:

- 1st Jim Kaltenhauser Hurricane Mk IIc
- 2nd Pat Butler P-51D
- 2nd Jim Kaltenhauser P-35
- 3rd Jim Kaltenhauser KI-100
- 3rd Pat Butler Arado AR-80
- 3rd Mark Krumery KC-97

General 1/48 scale and larger:

- 1st John Eian F-4E
- 2nd John Eian Su-7
- 3rd Bernie Kugel P-51B

Master 1/72 scale and smaller:

- 1st Jim Kaltenhauser F2G
- 2nd Noel Allard Curtiss Robin
- 3rd Jim Kaltenhauser Me-163

Master 1/48 scale and larger:

- 1st Frank Cuden P-51 Cavalier
- 2nd Denny Strand I-16
- 3rd Denny Strand N1K-1 Rex.

Miscellaneous:

- 1st John Higgins USS Fletcher
- 2nd Steve Erickson JS-3 tank
- 3rd John Dumphy M-16 Halftrack

Best in Show Small Scale:

Mark Krumery KC-97

Best in Show Large Scale:

John Eian F-4E

Bob Nelson Memorial award for Best USAF Jet:

John Eian F-4E

Congratulations to all!!

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!

An Editorial Plea

If you find any decent aviation or modeling clip art on the web, please either download it and e-mail it to me, or if it is a whole bank of images, e-mail me the link. I will try to accumulate a library of images and when the day comes that I burn out, I will pass this clip library along to my successor. This will also help dress up your own articles.

Also I know some of you have scanners, so I encourage you to create some of your own clip art to accompany your own articles.

Free Russian SIGnals

by George Mellinger



Due to an American imperialist reclaiming too much of this newsletter for USAF tankers, this month our column must retreat to a smaller space. But next month we counter-attack.

But generously agreeing to observe the big-bird theme of this issue, let me mention a few new kits of Russian civil aircraft. First we mention that Eastern Express has released a 1/144 kit of the Ilyushin Il-96, one of the newer aircraft in the Aeroflop stable. This joins EE's earlier 1/144 releases of the Tupolev Tu-334, and the Boeing B-707-121. Two models of the latest Russian airliners and the oldest American...Hmmm. Is someone trying to suggest something? Being a no-so-civil guy I have not seen these kits, but from other experience with this firm, I presume they are fairly basic but workman-like, capable of giving good results for those willing to put in a bit of work.

I am less optimistic about the 1/44 scale offerings from OKP, including the Yak-40, the Tu-104, and the Il-76TD, as well as a couple of Badger bombers. The one OKP kit I saw up at National Hobby looked pretty crude, heavy on the flash and short on detail. I'm sure that a good enough modeler could get acceptable results, but why bother? It's a shame. The Yak-40 has had a lot of sales around the world, and after 1991, a lot of the Aeroflop craft went to a host of regional and successor airlines, so there'd be a wealth of markings options. As for the Il-76TD, after the arrival of the Trumpeter Kits, why bother with something primitive? Trumpeter's Il-6 and also Il-78 Midas and A-50 Mainstay give much better material to work with.

Finally, for an unusual offering, Maquette has a 1/72 scale kit of the Boeing B-307 Stratoliner. Again on the basis of generalizing from other releases, I would expect a basic kit, but one which could show the re-

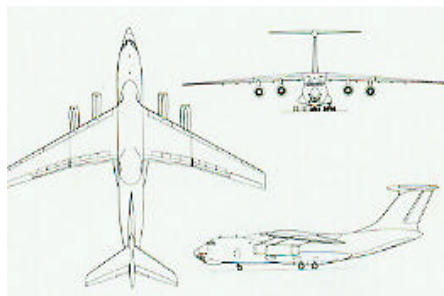
Airline Chatter

By Terry Love

Northwest Airlines took delivery of their 15th Boeing 747-400 on March 11. NWA is the only airline in the US who did not alter their new aircraft deliveries after September 11. On April 1, the 16th Boeing 747-400 arrived. They cost about \$200 million EACH!!

Northwest Airlines begins service Minneapolis to Jackson Hole, Wyoming on July 1. This leaves only ONE state that NWA does not service. That state is Delaware, but, then again, no other airline services Delaware either. That is the only state in the Union that does not have air service.

Northwest Airlines will retire the 21 remaining Douglas DC-10-40s by September. The first Douglas DC-10-40 was delivered in November of 1972 from the order of 22. The first DC-10 scheduled flight to the Orient was on June 2, 1973. The original cost per DC-10 was a little more than \$20 million each. The average flight time on these DC-10-40s is about 83,000 hours, and the average cycles (a cycle is one landing and one take-off) is about 32,000. Douglas guarantees a DC-10-40 for 125,000 flight hours, and 35,000 cycles. Therefore, the DC-10-40s have lots of flight time left on the airframe, but the cycles are almost out of limits. This means that there were too many landings and take-offs, and not enough flying



sults of skilled work.

Also needing mention are a bunch of new books by Aerofax. These volumes have set a high standard in recent years, particularly for their Soviet subjects, but have been hard to get. Now John

(Continued on page 7)

time. NWA utilized the DC-10-40s on too many short trips like Minneapolis to Detroit, etc. and not enough Minneapolis to Amsterdam flights. It is a distinct possibility that ALL DC-10s will be retired in September - the entire fleet of 41 DC-10s.

Delta Airlines lost \$365 million in the first quarter of 2002. Can they survive this kind of losses forever?

Northwest Airlines second highest cost is fuel. For 1999 from Minneapolis only, NWA had 125,452 flights that used 292,849,800 US Gallons of jet fuel. The tank farm at MSP holds 216,000 gallons of jet fuel. Jet fuel costs around \$1.00 per gallon.

Northwest Airlines high time aircraft (and possibly the high time airliner in the world) is Douglas DC-10-30, N1220NW, with almost 120,000 flight hours on it, but only 27,000 cycles. This type of flight scheduling is what the DC-10 was designed for - long hauls. Also DC-10-30, N1221NW, and N1223NW have almost that many flight hours and cycles. These DC-10s came to NWA from KLM who utilized the aircraft on Europe to South American runs - thus low cycles and high flight times - exactly what is the best way to utilize the DC-10. Get you photographs this summer, because they might not be around after September.

American Airlines lost \$575 million in the first quarter of 2002.

Northwest Airlines lost \$116 million in the first quarter of 2002.

United Airlines lost \$510 million in the first quarter of 2002.

America West Airlines lost \$376 million in the first quarter of 2002.

Northwest Airlines, on April 15, 2002, retired its second Douglas DC-9 out of the original fleet of 172 DC-9s. It was Douglas DC-9-30, fleet number 9902, N952N. This was the first Douglas DC-9 delivered to North Central Airlines on August 31, 1967.

NWA plans to keep the Douglas DC-9 fleet until the airliner approaches the 100,000 cycle limit. This is when the rear pressure bulkhead must be replaced, and that is not cost-effective. Several Douglas DC-9s have cycles in the 90,000 area.



(Continued from page 1)

Academy 1/72nd KC-97L kit, and associated accessories.

A kit long awaited in Modeldom, The Academy 1/72 scale KC-97L Stratotanker is another addition to their 1/72nd stable of the B-29-C-97 family. If you have built the B-29 or B-50 you will recognize a lot of the parts. Upon opening the box the modeller is presented with 167 parts, crisply molded, with the clear parts in separate bags. All the parts have nicely done recessed panel lines. The decals are fairly complete considering they are kit decals, and give the modeller options to build several Air National Guard aircraft, or a SAC tanker. There are enough detail decals, including the propeller warning stripes for the fuselage and inboard cowling, APU, and Wing walk areas, etc. to provide the modeller with a very satisfactory model when complete.

Coveted and much needed After Market Accessories: For the aftermarket enthusiast there is (was) a nice decal sheet from *Airway Graphics*, sheet AGM7-002, with a multitude of markings, detailed instructions, to include a brief history of each aircraft represented, and enough little detail decals to do one airplane. Several Air National Guard Units are represented, to include a colorful California Air National Guard A/C. They also give you titles for several states including Minnesota Air Guard, that you can copy onto decal paper using a copy machine. I have done this with satisfactory results. Sadly, this company is now out of business,

and the sheets are hard to find, and a bit spendy; but worth the price, about \$27.00, and the search. *Cobra Company*, <www.cobracompany.com> has a real nice resin set for \$24.95, which includes the correct cowlings, the turbo superchargers, correct wheels, the steering dampener, the later light rails found on most "L" models, and an under fuselage antenna blister, that was carried by some aircraft. In my opinion, these are "nice" and do improve the look of the model, and make it correct, but...if you just want a KC-97, the kit parts look "all right", as only the most discriminating C/KC-97/Stratocruiser aficionado would probably notice the difference. That being said, I have used the cobra set on the KC-97L, and will probably use them on future projects. *Eduard*, Photo Etch set 72-351, available from *Roll Models*, gives the modeller a ton of goodies to work with to super detail the kit. The problem is, most of the stuff will never be viewable to the human eye, once the model is put together. The interior stuff is great, but once assembled and painted, will be almost impossible to see. The wheel well stuff is neat, but again, not highly visible, and how far does the modeler want to go? I was disappointed in that the external stuff is good, but alas, no wiper blades! *Eduard*, also makes a pre cut mask set, XC080. I was not real happy with this product. *Cutting Edge*, makes a canopy and wheel mask set, that I like. I don't know the number as I tossed the sheet, but it

is part of their *Black Magic* Canopy and wheel mask set. The wheel masks are nice as they give you something to hold onto while painting the hubs.

Pre starting notes: I painted all interior parts, wheel wells, etc. *Model Master Medium Green* FS34102. The Fuselage base color is *Floquil Old Silver*; I observed that *Old Silver* is brighter than *Bright Silver*.

Starting with the fuselage: I drilled out the holes in the fuselage for the antennas, extra pitot tubes from the *Eduard* set, the APU Exhaust port, located on the port side about amidships, light bar and the refueling boom docking hardware. Forward on the port side of the actual aircraft is a drift indicator, a sort of bulbuous looking thing, that I drilled a hole for and used a piece of rounded sprue to simulate the indicator. Check references for exact placement, of the pitot tubes, drift indicator, and the APU exhaust port. I did get a chance to look at the Air Guards C-97 for a lot of the details. I then cut the aft tip of the fuselage off, as there is a clear tip on the KC-97's. There are lines indicating where to cut, and the clear piece fits well, without any sanding. I then polished the plastic with Brasso, then painted each fuselage half, using Metalizer, masking different panel lines and using different shades of metalizer, buffing each section using SNJ buffing powder. I have found that using SNJ buffing powder, the modeller can buff any silver paint to good

(Continued on page 6)

(Continued from page 5)

effect. Once I had all the panels buffed and was content with the appearance, I applied *Future* using a Q-tip brand cotton swab. I use a top to bottom motion, as that is how the metal "weathers", and this motion adds to the overall effect. Once dry, I installed the windows. The windows have a little dot on the inside to indicate which side is up, as they are curved to meet the curve of the fuselage. I then glued in the windows, when dry, using Tamiya Yellow tape, masked off the painted area. I built the interior per the instructions, painting everything *Testors Modelmaster Medium Green* FS34102, save the seats, which I painted *Model Master Olive Drab* FS34087. I then installed the interior and the nose gear landing gear well to the starboard side of the fuselage. I built a small bulkhead and cemented it behind the nose gear well, then used three .45 caliber miniballs and modeling clay for nose weight, and that is sufficient. Fit of the parts is overall pretty good, the main problem area is the bulbous canopy section matting to the rest of the fuselage. Be prepared for a lot of sanding. This is the 3rd one I have done, and still have trouble hiding all the seams, so I camouflage them, by using the seam line, as a panel line, and use a different shade of metalizer on this area. Checking reference photos, one can see that there is in fact a panel line there, and that the canopy section is a slightly different shade. I use CA glue to fill seams. I used to use accelerator, but the CA glue would get as hard as concrete, and was difficult to sand. With patience, and a little coaxing, this can be fitted, with a minimum of sanding and filling. The boom operator's bubble is a clear piece that fits in the cargo door area, in the aft part of the fuselage, and fits fairly well. I masked the window areas before installing as it easier to cut the masks before it is on. The tail is a separate piece, but fits quite nicely, with minimal clean up. I then assembled the operator's boom, per instructions and set aside.

At some point you will have to

assemble the main and nose gear. The *Eduard PE* set gives you the steering dampener and the hydraulic lines. I pre assembled these pieces and painted them during fuselage painting using *Floquil Old Silver*, and set aside.

Once all of the fuselage sub-assemblies are cemented. I finished sanding the entire model attached the chin radome and boom docking hardware, checked for seam coverage, masked off the remaining windows, (the lower ones), painted the panels on the inside of the line up light bar, per instructions, masked them using the *Eduard masks*, and attached at the pre-drilled holes, and painted the entire model and operators boom. Once set, using photo references, I painted the bottom forward section of the fuselage, directly behind the forward gear doors, to right before the aft belly antennas black. I used the light rails that come in the Cobra resin kit, to determine the correct length of the black area, as it is no longer than the light rails. Once dry, I masked the bottom of the fuselage, the heater exhaust area on the port side of the tail, and the APU Exhaust area on the port side of the fuselage. And painted the natural metal on the rest of the aircraft using the same techniques. The canopy area was painted *Dark Anodonic Grey*, as were random panels, and buffed, masked, then the remaining areas painted *Floquil Bright Silver*, and buffed. When all the paint had cured, I removed all the tape, did some minor buffing and once again applied another coat of *Future*.

I applied the decals to the Fuselage at this point. The Airway Graphics instruction sheet provides good instructions, but a good photo reference is a must. Once all the decals were on and cured, I cleaned up the solvent with a paper towel and warm water, and attached the nose gear, antennas and Pitot tubes using CA Glue. When all had set, I set the fuselage out of Harm's, The Adolescent's and the Cat's way.

Wings and engines: The engine nacelles, and the exhaust shrouds

are correct for a very early C-97A, the B-29/B-50 wheels are incorrect; albeit, only the most knowledgeable judge, individual would notice. Before assembly don't forget to drill out the holes in the wings for the jet engines or fuel tank pylons. Wing assembly is done per directions, with minor sanding on the leading edge of the wings, and the trailing edge flaps. I lost one of the wing tip marker lights, so I used the tip of a red toothbrush, per Jack Mugan, cut and sanded and looks quite good. Had I a green one, I would have done the same for the right side. It is an easy process and really enhances the appearance of the wing tip. The engine nacelles are assembled per instructions, and seams sanded. Again, the fit of the nacelles is pretty good, and doesn't require much filling if any. The fit of the trailing edge flap fit can be questionable, and dry fitting is recommended. Engine nacelle to wing must also be checked for proper placement. There is only one guide on one of the wings. I don't quite understand why it is there in only one spot, but it is; so it is essential to line up the flaps and the engine nacelles at the same time. I left the engines and cowls off until all wing painting and decaling was accomplished. Instead. I painted the cowls *Floquil Old Silver*, buffed, and masked the cowls, and then painted the cowl flaps *Model Master Dark Anodonic Grey*, and buffed. Painting the engines: Cylinders: *Model Master Dark Ghost Gray* FS36320, the gear box I painted *Model Master Aircraft Gray*, FS16473, and the little rectangular thingies I painted flat black, and the ignition cable rust, then dry brushed with silver to slightly weather the assembly. The engines really aren't correct for anything, but once inside the cowl, and with the large prop attached, it is really not that noticeable. Once dry, I assembled the engine/cowl assembly. I painted and decaled the props, and then attached them to the engine using the kit supplied washer. That way, if your friend comes over and asks "Do these spin"? as he deftly puts his finger

(Continued on page 7)

(Continued from page 6)

on the prop blade; you don't have to have a panic attack, and can stand back with pride and say "Yes!" I mentioned the *Cobra Company* Cowlings. I have used both. The *Cobra Company* Cowlings have a more correct engine molded in the cowl. These cowlings require a lot of cutting as there is a large resin "plug" that needs to be sawed off. The modeler should check the cut of the sawing regularly to ensure an even cut. Once sawed off, some sanding and test fitting and it is ready for paint and attachment. If the modeller is going to use these, the attachment tabs on the nacelles need to be removed. A simple procedure. The holes in the engine for the props also need to be drilled a little for placement of the props. Polish with *Brasso* and a wash with *Dawn* brand dish detergent and ready to be attached. These should be attached before cementing the wing onto the fuselage. There are several decals to be put on the wing, and before attachment to the fuselage is the best time to do that. Once the decaling is done, a coat of *Future*, and ready to go. If the modeler is going to "rig" the antennas on the underside of the fuselage, now is the time to do it before the wings are attached. The main gear should be attached at this time. Ensure the opening for the gear strut is wide enough. I scraped away some plastic, to ensure proper fitment and alignment of the main gear. I attached the tires to the gear before attaching the gear. Be sure to check your references for antennae wire attachment to the tail. They varied between the C-97 and the KC-97. Using CA glue, I glued the wings and stabilizers to the fuselage. As they are butt joints, there is no need for filling and sanding. A little pre fitting and the fit is perfect.

Conclusions, Observations,

Remarks: I have wanted a model of this aircraft in this scale since I was a child, and my enthusiasm for it knows no bounds. Over the years I have built several vac-u-forms of the Stratocruiser, and more recently

the 1/144 Minicraft stable of Stratocruiser/C/KC-97's but for me all were unsatisfactory. The Academy 1/72 scale kit satisfies. The end product is well worth the time and effort of assembly. It is not a perfect kit, as no kit is, but.....moderate modeling skills will produce a magnificent representation of this unique aircraft. Academy gives the modeler several markings to choose from, and the decals go down quite nicely. The Stratocruiser/C/KC-97 is a very unique aircraft, with its bulbous nose, figure-8 fuselage, and lower deck lounge/cargo area. In its day it cut a striking figure and was always a favorite at airports and military airshows. So, in accord with Dave Pluth's admonition, go out and build one. As I write I am working on number 6!

(Continued from page 4)

Roll is stocking them. Soviet and Russian subjects are all written by Yefim Gordon, with a variety of co-authors. Most recent is the release on the MiG-15. Yefim has borrowed heavily and obviously from his earlier MiG-15 book published some years ago by Motorbooks, but there is also much significant new data. With extensive coverage of Soviet service including the Korean War, and participation in other period conflicts, and much data about serial numbers and the fates of individual airframes, this book is currently the definitive MiG-15 book.

Most impressive is the book on the Ilyushin Il-76, which Yefim Gordon co-authored with Dmitrii Kommissarov. While they have adopted a peculiar and very distracting manner of transliterating Russian names and words, this should not deter even the most finicky. The Il-76 book gives an incredible portrait of the development and use of the Candid, including the refueling and AWACS-ski variants. Remarkable for a book on a Russian aircraft, the serial number and fate of every airframe is recorded. In addition to equipping most of the Soviet Air Force air transport regiments, hundreds of Candid's have been sold to civil operators as

heavy haulers, and all these airlines are covered, with color photos of the Il-76 in airline markings for most of them. This book is as essential for the civil historian as for the military buff.

Other recent Russian types in this excellent series include the Tupolev Bear, Blinder & Backfire, MiG-21, and the MiG-25 & MiG-31.

Website of the Month

By Terry Love

WWW.WORLDAIRFORCES.COM

A listing of all of the world's air forces and the type of aircraft that they operate and their own designations. Also included are the civilian registrations. This is a big site, so be prepared to spend some time here. Great reference site.

2 - WWW.AIRLINERS.COM

This is a large site. It contains hundreds of photographs of airliners - past and present - and it is run by Airliners magazine. Again, be fore warned. You might spend hours at this site.

3 - WWW.NELLIS.AF.MIL/THUNDERBIRDS

This is the official site of the Thunderbirds. It gives all of the details of the pilots, schedules, etc.

4 - WWW.AIR-BRITAIN.COM

This is the site of Air Britain - the British aviation historical people. Lots of great books, and reference links.

5 WWW.WPAFB.AF.MIL/MUSEUM

This is the website of the Air Force Museum in Dayton, Ohio. Good site for references.



NOTICE

From Jim Kaltenhauser

Saturday May 4th at 1pm is the next opportunity to retrieve your models and place new models in the National Hobbies showcase. Please bring in a model to display. Everyone in TCAH is welcome.

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.



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 Railroading 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.)

612-571-9283

Mon-Fri 9-9
Sat 9-6
Sun 11-5



Your Hobby SuperStore!

1202 East Moore Lake Drive
Fridley, Minnesota 55432-5170

Twin City Aero Historian
Atten: Jim Kaltenhauser
8219 Emerson Ave. S.
Bloomington, MN 55420

Return address requested