

The Aero Historian

TWIN CITY AERO HISTORIANS



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August 2002



Russian SIGnals

By George Mellinger



This month, in honor of the 1/48 Gavia La-7 kit and the Aeromaster "Falcons of the Red Star Part III" decal sheet, I review the markings choices, or rather the pilots. All the options available are significant and worth while.

Particularly interesting are the boxtop markings for the Gavia kit, identified as White 12, flown by F. M. Kosolapov. Filipp Makarovich graduated from flight school in 1940 but was sent to the front only in September 1942 when he joined the 2 GIAP on the Kalinin Front as a squadron commander. In August 1943 he received his HSU. During 1944 he was promoted to Major and transferred to the 937 IAP as their new commander. By the end of the war he had flown about 300 sorties and fought 50 air combats, scoring 18 individual and 6 shared victories. His 17th victory, scored in February 1945, was a FW-190 flown by a Colonel with the Ritterkreuz, though this was probably

a Schlachtflieger rather than a fighter. The ring of tulip-style triangles circling the nose, and the tail stripes are certainly plausible, even though I have not seen a photo of this particular aircraft.

Also included are markings for Ivan Kozhedub's La-7. Kozhedub with his three HSUs and 62 official victories, is the most famous of all Soviet aces, and Allied ace-of-aces. I stress official victories, because Kozhedub, like Pokryshkin also claimed a number of victories which were not credited because they occurred too far in front of Soviet lines to be confirmed. Kozhedub spent the first years of the war as instructor and only entered combat in March 1943 when he was sent to the 240 IAP. On his first sortie he was almost shot down by 2 BF-109s, and then after escaping them he was hit again by Russian anti-aircraft fire. Not until the battle of Kursk was he able to score his first victory. However, during the next two years he added 61 more kills. Amongst his kills was one of only six German jets shot down by Soviet fighters. Another reason to emphasize official kills was an unfortunate incident in April 1945. Kozhedub went to the assistance of a

B-17 under attack by FW-190s which fled at his approach. But before he could pursue, he was attacked by two unfamiliar, but very aggressive aircraft, which he shot down. Only as the second one fell, did he definitely see the blue and white insignia. Fortunately, one of the pilots baled out and when he landed amongst Russian troops, he reported that he and his wingman had attacked a "red-nosed FW-190" which had shot them down. In 1951 Kozhedub led one of the MiG divisions which fought over Korea, though he was forbidden by Stalin in person from risking himself on combat missions. Kozhedub's La-7 is finished in dark gray upper surfaces, while most other La-7s were finished in the lighter of the two shades of Russian gray. Presumably this was meant to distinguish him from the ordinary pilots. One criticism is that Gavia, like everyone else, including even Aeromaster, has made a mistake in giving the white side number of his aircraft a red outline; inspection at Monino shows the outline was medium blue.

The third choice for the Gavia

(Continued on page 6)

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TCAH This Month

The monthly meeting will be held Saturday August 10 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30 PM. This month will focus on modeling and ridiculing captured aircraft.

TCAH Calendar & Events of Interest

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

September —“Flying billboards”
Commercial airliners .
Also Members only AT-6/SNJ contest
Xxx

October - Doom Raiders. Rescue something from the Shelf of Doom, complete it and bring it to meeting.

November—Club Auction. No Theme.

December —“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

Someone in the club inquired to me about the club balance of late. Didn't we have around \$7000 dollars at one time? The answer is yes we did. In March of 2001, our balance was \$6900+. Today (July 20th) it stands at \$3700+. I have looked the books over and nothing is amiss. We simply are spending more than we are taking in. A lot of the little expenses are just adding up. AND..... the dues we take in from the paying members no longer covers the average monthly cost of printing and mailing the newsletter. You can see where this is heading don't you? We may very well have to raise dues. I have told our President about the situation, and that I think it would be wise to bring this topic up for discussion at the August meeting. With Nordic-Con and next years R-5 Con, we HAVE to watch our spending. Nothing is critical yet, but we just have to watch what we spend!

Anyway, Welcome new member Tom Schutrop to the club. Welcome aboard Tom! Also an address change for one of our members: Bob Steinbrunn

12149 Quail Avenue North
Stillwater, MN 55082
651-352-9488



General Meeting Minutes

July 13, 2002
By Ken Sallman

Meeting was called to order at 1:30 P.M. We have another new member; Tom Strantra, whose interest is 1/48th WWII/Early Jets. Frank Cuden made a rare guest appearance.

Old Business:

- The showcase from National Hobbies will be installed at the Flemming Field facility by the August meeting.
 - Mark Krumrey displayed the award plaques for the AT-6 contest to be held at the September meeting and reminded members to get their models done. Steve Hustad announced that plans for the 2002 Nordicon were progressing. The contest will be held September 7 at the Thunderbird Hotel and Convention Center.
- New Business

- Jim Kaltenhauser reminded members to bring in any models they may wish to display at Flemming Field.
- It was announced there would be an air show at Flying Cloud the weekend of July 20th.
- NWA celebrated their 75th anniversary. Terry Love brought in commemorative magazines the airline published. George announced he has found a Russian website which has downloadable scale plans for various Russian aircraft. As the site is in Cyrillic, George has volunteered to do a search for any members who may be interested. You can email George at melli004@gte.net.

Nordic Con Help Wanted

We need people to help set up the night before, on Friday September 6. and on the morning of Saturday September 7 before we open to the public at 9:00AM. We also need people to help with registration. And we desperately need helpers for the Raffle Table. It's your Nordic Con, and without you it will be just a con. So don't fumble.

From the President

By Steve Erickson

IMPORTANT INFORMATION CONTAINED IN THIS COLUMN!!!

Well, I hope that the header caught your attention. We actually do have important business to discuss in this months' column concerning the club's financial future. So please read this and feel free to comment, but positive suggestions only.

First, my thanks to our Treasurer, Tom Norrbohm for keeping an eye on the books and making me aware of what is happening to our money. I don't want anyone to panic; we are financially sound. Tom and I just had a discussion this weekend about the club's sources of revenue and our future expenditures. I want to lay out some of the facts for the members so we can get some suggestions and avoid any future problems.

We are a non-profit organization and have never had any problem raising money, but here are some of the things that we are concerned about. First, the increased price of postage! This may not sound like much but the newsletter is our biggest continuous operating expense. We still mail a considerable number of newsletters out to the members. Also, we have maintained an eight-page newsletter instead of four pages this summer thanks in part to our member's ongoing contribution of articles.

To cut out mailing costs we made the newsletter available on our website and members could download a hardcopy if they want to. We haven't had a lot of members avail themselves of this technology lately. I for one am guilty, having bought a computer a couple months ago. So if you don't need, want, or can download a newsletter, let the editors know so they can take you off the mailing list and save the club a little money. I know some of you enjoy receiving the newsletter in the mail and that's fine. We haven't raised the dues in over two years and one of the proposals is to charge \$15 for members and \$20 to those who want a newsletter mailed to them. This is just a proposal for next year's renewals. The dues make up the bulk of our income

and our biggest fund raising event is the club auction. Between times, we depend on recruiting new members and club raffles for cash. With the number of local hobby shops shrinking, the average income for the raffle has dropped from \$40 to about \$20 per month.

So, with our expenses going up and our income going down, Tom and I thought we should make the members aware that a little financial planning is in order. We are in the black, but like everyone else these days we are looking for ways to cut expenses. Any ideas, comments, suggestions would be appreciated. This is not a major item for open discussion yet. We would just like some feedback and proposals that we can go over when we start the business meetings again this fall.

I thought the July meeting was great! I have been surprised by the continuing high attendance as it usually drops down during the summer months. Remember Nordic Con is coming up. If you can help or sponsor a trophy package, please let Steve Hustad know. See you Saturday.

Contest Calendar

9-7-2002	Nordicon Thunderbird Hotel & Convention Center Bloomington, MN Contact: Steve Hustad
9-21-02	Mid Iowa Modelers Expo Dallas County Fairgrounds Hwy 169 Adel, Ia Contact Kevin Lutzeler 515-280-7533 gbproweld@mxhsi.com
10-19-02	IPMS GLUE/CREW Wausau National Guard Armory 633 S. 17th Street Contact Pete Samolinski 715-675-2085 peteski@charter.net
9-26-27-2003	R-5 Con Bloomington, MN Contact Steve Hustad

The F-14P Pussycat tactical SUV designed for the New Navy pilots who wish to have it all, conducting tactical air support while getting the kids to soccer practice, in safety and comfort, and home for dinner.

On The Show Table

August 2002

Tom Norrbohm	MC-202 Folgore- 1/144
	MC-200 - 1/144
	MC-200 - 1/144
Mark Krumrey	French Harvard - 1/48
Ken Jensen	Monocoupe 90a - 1/2"
Jim Kaltenhauser	Yak 3 - 1/72
	A-17 - 1/72
Steve Hustad	Kawanishi E7K2 "Alf" - 1/72
Johan Allert	MC-202 - 1/72
	B-29 - 1/144
	B-36 - 1/144
John Dunphy	M-46 Tank - 1/35
	BF-109G-14 - 1/48
Bernard Kugel	MC-202 - 1/72
	CR-42 - 1/72
	BF-109E-3 - 1/72
	Spitfire Mk IX - 1/48
	Spitfire Mk VIII - 1/48
	Spitfire Mk XVI - 1/48
	MiG-3 - 1/48
Frank Cuden	P-63A - 1/48
Dennis Strand	G-55 - 1/48
Dave Pluth	MC 202 - 1/72
	D3A Val - 1/72
Roger Gaulty	P-40N
Steve Erickson	BF-109G2 - 1/32
	MC 202 - 1/48
	La-7 - 1/48
Steve Jantscher	Me-262A - 1/48
Loren Chantland	Gekko - 1/144
	P-47D - 1/144



Modeling the Nieuport 11

by John Bernier

Contrary to myth the re-WWI military was prompt to appreciate the value of flying machines. American mercenary pilots tossed dynamite bombs at various people during the Mexican Civil War, and the Italian air service conducted bombing missions against the Turks in North Africa in 1912. Every nation that went to war in 1914 had an established military and naval air service. Air reconnaissance quickly made its mark. German pilots observing Russian movements contributed to the destruction of the Russian 2nd Army at Tannenburg in August 1914, and a French pilot's quick reports allowed French generals to move their forces to block the German capture of Paris in the Battle of the Marne in September of the same year. These events forcefully confirmed the value of aviation and also emphasized the desirability of denying such information to the opposition. Experience proved that this could best be done by a light, single-seat machine fitted with a machine gun firing along the axis of flight. The Nieuport 11 was the first really effective French example of this type of aircraft.

The Nieuport firm was established in 1906 to manufacture aircraft engines and accessories. The first Nieuport airplane was built in 1909 to test a new engine. Prewar, the company was noted for fast, elegant monoplanes often used for racing. Two-seater types were in service early in the war but proved less than ideal for scouting as the crew was seated directly in the center of the high, shoulder-mounted wings, rendering observation of the ground below virtually impossible.

Gustave Delage, the chief designer, developed a sesquiplane arrangement based on his earlier designs. This mounted a large upper wing and a lower wing of shorter span and narrower chord in a biplane format. Biplanes generated a great deal of lift, and had a strong structural configuration. Monoplanes produced less drag, and had better performance. The sesquiplane was an attempt to

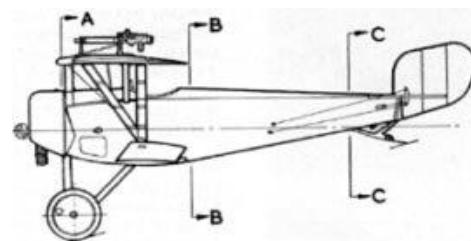
combine the benefits of both types, while reducing the disadvantages. An added benefit of the Nieuport was much better visibility for the observer who was seated forward in the Nieuport 19 aircraft. The two lower wings were attached to the fuselage sides and to the "V" interplane struts with circular fittings. This was originally was to have allowed the angle of incidence of the lower wing to be changed in flight. This feature was never pursued, but these fittings and the narrow chord, single spar wing induced a twisting motion in flight that resulted in the wings departing the aircraft in stressful maneuvers, particularly extended dives.. Embarrassing and often fatal to the pilot. Corrective action was not taken as the causes of the failures were not understood at the time.

The Nieuport 10, a two-seater, 80hp. machine was the first of the famous sesquiplanes. This machine was sometimes flown as a single-seat fighter, but power was so limited that it quickly became apparent that a re-think was in order. The Nieuport 11 was the result. It was essentially the smallest and lightest airplane that could get a pilot and machine gun into the air on the 80hp available from the Le Rhone rotary engine available at that time. The Nieuport 11 became known as the Bébé (Baby), due to an early designation of the type as the BB, which had the same pronunciation in French. It also expressed accurately the dainty size and construction of this device. The Bébé was of conventional construction; the structure was of spruce and fir woods, braced internally and externally with steel wire. This structure was covered with linen fabric treated with shrinking dope and varnish. The froth fuselage was covered with plywood. The plane was 18' long and 7' high. The top wing had a span of 24'8" and the lower wing a span of 24' 3". Overall wing area was 143.2'. Empty weight was 703 lbs, and loaded weight a massive 1,058 lbs. She could just manage to clear 100mph, could climb to 16,400'. and could stay aloft for 2 hours. Armament comprised a single Lewis air cooled machine gun of

about .30 caliber (this varied with the country producing the weapon). The Lewis was a gas-operated light machine gun designed to be portable by one man, and to be used by advancing infantry. In its ground form it weighed 27 lbs and had a rate of fire of about 550 rpm. Both 47 round and 97 round magazines were available, though the latter was probably not in service in early 1916.

Entering service in January 1916, the Nieuport 11 proved a maneuverable and effective fighter, superior to the German Fokker E I - E III. It was the main fighter type in use throughout the Battle of Verdun, and allowed the French to maintain a semblance of air superiority. It was not without its faults however. The Bébé was underpowered, difficult to fly due to the torque of the rotary engine, and could not maintain altitude in a turn. The Lewis Gun was very difficult to aim and had a severely limited ammunition supply. It is very unlikely that any pilot would have been able to find room for more than one or two spare magazines, and these would have been difficult to change while in combat. As a result of experience with the overwing position of the gun, every effort was made to get an effective synchronizer gear into service to allow a fuselage mounted gun to be fired safely through the propeller.

Despite its shortcomings, the Bébé gave the French a much needed technical edge when it was sorely needed, and served as the beginning of a line of fighters that served France well throughout most of the rest of the war. The Nieuport 11 was also used by the air arms of Britain, Belgium, Italy, and Russia.



My model represents a Nieuport 11 flown by Lt. Paul Tarascon of

(Continued on page 7)

Spray Booth Logic

by Dave Pluth

The Assembler

Hi, my name is Dave and I'm an assembler. (Everyone: "Hi Dave, thanks for coming.")

Have you said this to yourself recently? Have you thought this about yourself recently? Have you thought this about someone else recently? For myself, I say yes to all of the above.

Now, there was a day when I was a modeler. I would tackle somewhat difficult kits. Stuff like limited run or older kits were considered challenges in my mind. Now they are simply considered annoyances and permanent residents of the "Shelf of Doom".

So what exactly is an assembler? An assembler is someone that really doesn't want to mess around with a kit that takes more than simple fitting and maybe a little bit of filling. Say for instance a Classic Airframes or MPM kit. Not bad kits, but they sure aren't Hasegawa or Tamiya.

Does an assembler use aftermarket kits? Well, yes and no. We buy a lot of them. We use a few of them (if they fall together) and we complain about all of them. We especially complain about the price of a resin or photoetch kit that we only use four parts out of because the other parts are simply too hard to use.

Does an assembler do conversions? You bet we do. We especially do conversions to guarantee that we will NEVER finish a model. You know how that goes, don't you? Here's a story see if this sounds familiar.

You buy one of the new Hasegawa Spitfire Mk IX's. You know the ones that are two millimeters short. So, you decide that you will add that two millimeters to the kit. How hard can that be (and who the heck would notice?). So you cut the fuselage. It's then that you realize that you don't have any sheet stock. Well, you'll be at the shop this weekend anyway. Five days later, you pick up that sheet stock you need. It's two millimeters thick. You're in! You bring it home, cut it

to shape and glue things back together. What's going on, your still one millimeter short? Darn it, I forgot that the cut of the saw was probably a millimeter.

About this time you say the heck with it and decide that you made a concerted effort to "do the right thing" and that you'd just tell everyone you did it (and complain loudly to anyone that would listen about how wrong Hasegawa got it and what a bunch of losers they are for being so stupid!).

You did "try" to do it, didn't you? So you decide that you CAN live with yourself and move on. You begin to assemble the wings and you realize that they just don't fit right. You look at one of your seven hundred and forty-three references and realize that the tires for the kit are all wrong and that the paint that you bought for the kit just isn't right. Then there is that fuselage that is one millimeter short, just staring back at you, taunting and mocking you. Your failure to be exactly accurate is there in that glaring white piece of sheet stock that has been inserted into that gray fuselage.

It's now decision time. What to do, what to do. You can: a) put it back in the box and place it back on the Shelf of Doom, in the permanent doom section, b) put it back in the box and push it off on someone else at the club auction. Hey, that's a good idea, the club gets some money and you get rid of that mean old kit. No, no, no, you're just rationalizing now. c) put it in the garbage can of gloom. The one that holds many of your recent projects that you just didn't want to deal with. d) smash that sucker! e) go back to playing Red Baron or IL-2 Sturmovik on the computer and forget about modeling.

I have to be honest at this point. I have a lot of kits that are in the A category. Stuff that I will get back to someday (we all know that someday rarely comes), stuff that frankly I simply lost interest in. What about you?

So what's the point to all this? The point is simple. Build it, finish it and accept that every kit won't be a contest winner. You will build a

(Continued on page 7)

WEBSITES OF THE MONTH

by Terry Love

1 - WWW.FANTASYOFFLIGHT.COM
This is the Kermit Weeks website and his fabulous collection of aircraft down in Florida. It is entitled "The world's greatest aircraft collection". Not bad. Lots of photographs.

2 - WWW.HOME.ATT.NET/~JBAUGHER/USAFSERIALS.HTML

This site is one of the ultimate research guides, and it is one of my favorites. It lists all USAF, USAAF, etc. serial numbers from 1922 through 2005. It has their block numbers and special notes about some particular aircraft in that series of numbers.

3 - WWW.HOME.ATT.NET/~JBAUGHER/NAVYSERIALS.HTML

This is the companion site to the one above, but giving us the U S Navy and U S Marine Corps serials. It has Bureau numbers from 1911 through Bu No 166XXX series. I also have this on my "my favorites" listing.

4 - WWW.STORMBIRDS.COM

This site is a great source of data and information on the Me-262, and it has some great Luftwaffe links.

5 - WWW.LUFTWAFFE-EXPERTEN.COM

Just like the name says, this site is all about the Luftwaffe Experten pilots from 1939 through 1945. It has some great photographs, and some great links to other Luftwaffe subjects.

6 - WWW.LUFTARCHIV.DE

This site is to the Luftwaffe archives, and records. It has a tremendous amount of data and information and photographs of aircraft. The only bad thing about this site is that it is in German, and no English translation. If you sign into this website, you might want to have Axel by your side or neaby!!

7 - WWW.THIRTYTHOUSANDFEET.COM

This is an aviation directory site, and when you check it out, you can plan on hours of time being spent!! It has hundreds of links and connections. It has a great modeling section.

Editorial Announcement

This newsletter believes that TCAH elections ought to be more than a brief nuisance delaying the start of the club auction. They should provide a meaningful chance for the members to shape the future of our organization. To promote a serious consideration of TCAH issues, the newsletter has decided to offer space to all candidates who wish to announce for office. The November issue of the newsletter will publish a campaign statement from any candidate who wishes to submit one. While I hope it will address such things as why he wishes to run, what he thinks needs to be accomplished in that office, and why he considers himself the best candidate. Each statement may be up to 300 words, and if any members wish to run as a ticket, they may combine their word allocations for a joint statement. This statement will be published unedited, except for violations of size. However a submission deadline of Wednesday April 24 by 11:00 PM will be rigidly enforced.



(Continued from page 1)

La-7 is markings for a La-7 used by the Czech 1 SLP in the immediate postwar years. While this choice is to be expected from a Czech manufacturer, there is really nothing very distinctive about this machine or its pilot.

Aeromaster offers a series of markings choices each more inspired than the other. While 23 is the aircraft of Vladimir Aleksandrovich Orekhov. Orekhov was at the front from the beginning of the war flying with the 434 IAP which became the 32 GIAP in November 1943. This was generally consid-

ered one of the 5 or 6 most elite Soviet regiments. For most of the war they flew various types of Yak, but in 1944 converted to the La-vochkins. During early 1943, the 32 GIAP was commanded by Colonel Vasilii Stalin, and Orekhov often flew in the same zveno with the dictator's son - but that was still Yak-era. Orekhov received his HSU in May 1943 after 235 missions and 8 victories. By the end of the war he was a Major and had completed 420 sorties. He scored 19 individual and 2 shared victories, plus 4 more aircraft destroyed on the ground. He remained in the air force until 1968.

White 14 is the La-7 flown by Aleksei Vasilevich Alelyukhin, one of Russia's most famous aces. He began the war flying the I-16 over Odessa with the 69 IAP, which in March 1942 became the 9 GIAP, the "Regiment of Aces", a regiment whose fame was equaled only by Pokryshkin's 16 Guards. In the fall of 1941 the regiment changed to the LaGG-3, and about a year later the Yak-1. There is circumstantial evidence that during the summer of 1942 Alelyukhin may have fought an indecisive battle against Gerhard Barkhorn while flying the LaGG. Late in 1943 Alelyukhin and his regiment received the P-39 which he flew over the Ukraine until July 1944. At the end of August 1943 he received his first HSU, and his second HSU Gold Star only a couple of months later on November 1. In July 1944 his regiment converted to the La-7, at the same time he became deputy regiment commander. He ended the war flying over East Prussia and Berlin. Like Boelcke and Pokryshkin, he was not only a hunter but also a tactician and a teacher of other aces. Alelyukhin flew 601 sorties and fought 258 air combats, scoring 40 individual and 17 shared victories. In November 1951 Alelyukhin commanded the first division to fly the MiG-15 over Korea, though he was forbidden to fly combat missions himself. He finally retired in 1985 as a Major General.

(This series will be concluded next month.)

Red Star Modeling News:

In modeling news, I have it on good authority that the 1/72 scale Roden An-12 will come in a variety of versions. Not only will there be the standard military transport, there will also be an An-12B of Polar Aviation with skis and a white and day-glo red color scheme. It also appears that they intend to release other variants, probably including the civil transport model which differed visually in the absence of a tail gunner's position, and perhaps the electronic reconnaissance version which featured one of those weird bulges in the tail.

ICM's line of 1/48 kits seems intent on trying to compete with the Japanese and Americans on our turf. For later in 2002 (read - whenever) they have promised a BF-109K-4 specifically with Tom Norrbom's money in mind, a P-40F-1 Warhawk, and a string of Mustang variants - straight backs - Mustang II & III, P-51A, P-51B, & P-51C (all of these seem to be distinguished from each other in ICM kit form by provision of a Malcolm hood for the Mustang III and P-51C and by different decals), and a series of bubble-top P-51D-5, -P-51D-15, F-51D-25, P-51K, and Mustang IV, again appearing to differ mainly in decals and suggested finish.

Perhaps these guys have taken lessons from OKB Sukhoi and learned that "by changing a paint scheme and a designation number you get a whole new airplane without the bother of costly design work".

Last month I reported that ICM had promised a 1/72 scale kit of the Polikarpov I-5 early 1930s biplane. Apparently the schedule is advancing and it is now in the Russian color catalogs - for what that's worth. There will be two kits, encompassing the early and late versions, as I guessed. But the news is even more interesting, and a laugh on all you who bought the ICM TB-3-Zveno parasite fighter kit because it looked so exotic. You ain't seen nuthin' yet! Now ICM has scheduled the TB-3 Aviamatka (air-mothership) for release. This experimental variant featured not only the two I-16s carried under the

(Continued on page 7)

(Continued from page 6)

wings but also two I-5's carried on frames on top of the wings. Supposedly they might even attempt redocking . Yes, four fighters at a time! Fortunately for everyone involved, this version was never used in service, but also fortunately for modelers, it was tried, and thus has led to some very interesting kits being scheduled for us. I expect that the price will be horrendous, but if you want to model the grotesque, this will not be surpassed. As Stalin famously once said "Life has become jollier comrades."

(Continued from page 4)

Escadrille N.62 in the summer of 1916. This unit formed on 11 August 1915 as a reconnaissance unit flying Maurice Farman two-seaters. It changed to a Chasse (fighter) unit in May 1916 when the first Bébés arrived, and served as an Escadrille D'Armee unit with the French VI Armee until the end of the war. The unit received two citations for superior performance, and the right to wear the Fourragere of the Croix de Guerre in 1917. A further citation followed in 1918. At the end of the war Spa 62 (It had been re-equipped with Spads) had been credited with 68 airplanes and 7 balloons destroyed.

Lieutenant Paul Tarascon was born in 1882. he entered military service in 1902 and after his mandatory tour with the colors he volunteered for the Colonial Army, serving with the 4 Regiment d'Infanterie Coloniale. Having determined to learn to fly, he was severely injured in a crash in 1911. suffering the loss of his right foot. he maintained his love of the pursuit which had almost cost him his life and, in 1914, at the age of 32, volunteered to serve France as a pilot. He was awarded pilots' brevet #1741 in December of that year. Tarascon was assigned as an instructor on Nieuports in January 1915 but quickly requested a combat assignment, moving to Escadrille N.31. He also served with Esc. N.3 before moving to N.62. Lt. Tarascon served as a combat pilot throughout the rest of the war, being credited with 12 confirmed and 10 probable victories.

Lt. Paul Tarascon was a remarkable man. Known to his comrades as "l'as la jambe de bois" - the ace with the wooden leg, he was an old man in a very young man's game. A burly man with a formidable black moustache, it must have been a tight squeeze for him just to get into the Bébés . Despite his age and physical handicap, he served throughout the war acquiring the Medaille Militaire and was made a Chevalier de la Legion d'Honneur During WWII Tarascon fought with the Resistance, attaining the rank of Colonel. He was awarded the Grand Croix de la Legion d'Honneur in 1955, and died on 11 June 1977.

The Eduard 1/48 Nieuport 11 Bébés

I like Eduard. They are a company which consistently tries to improve their product, and they have generally been very successful in this. Just compare the new Albatros DV to the original release, or to their first kit, the Fokker E.III. Eduard need stand cap-in-hand behind no other manufacturer producing kits today. the Nieuport 11, regular or profipack, is an excellent example. I would be hard pressed to find anything negative to say about it, and either version can be made into a first class model.

The parts are well molded in a buff colored plastic. Outlines and dimensions match well with published plans, and fit is excellent. Detail parts are first rate. The Lewis gun really looks the part, being let down only by a rather bland magazine suffering from sink marks. An etched brass part is provided for this in the profipack kit. Most Eduard engines appear malnourished, but this model of the 80hp Le Rhone is very nice, and easily detailed. The plastic seat seems more accurate in shape for an early French aircraft than the etched metal item. Holes were drilled in the backrest, a cushion and seat belts added, and a very nice result was obtained. the tail skid was improved by using a section of flat brass to represent the spring steel skid of the original. Dimensions were taken

from the Windsock plans, and the brass super-glued into place. This looks much better, and improves the sit of the finished model.

Parts fit is excellent. The model is surprisingly easy to assemble, and is structurally strong. The le Pereure anti-balloon rockets are provided as an option, along with an extra set of interplane struts fitted with the appropriate brackets. The decals are superb, and very easy to use, attractive schemes being provided in the standard kit for de Turenne and Navarre as well as Tarascon. Among the choices for the profipack release is a camouflaged example with the legend "Rum" in white on the sides of the fuselage, as well as a narrow white chevron across the full span of the upper wing. This is, I think, a Lafayette Escadrille machine, and will some day find its way into my collection.

The etched metal profipack fret is really not necessary to complete a first class model, though the front machine gun supports provided really make life a lot easier... be careful to check the gun mount fitted to the airplane you're replicating. These must have been constructed at depot or squadron level, as no two seem to be identical.

The Eduard Nieuport 11 is a strong, accurate, and easy to build model of an attractive and historically significant airplane. Attractive markings alternatives are provided in both kits. This is an excellent first model for someone taking the plunge into the waters of WWI modeling. Live long and prosper, Eduard (sorry Mr. Spock)!

(Continued from page 5)

three-footer (model that looks great from three feet away, but no closer) occasionally. Frankly, there aren't that many people that will notice the difference and most will be impressed that you actually finished something. But the bottom line to all this is to just build. You will really have a good time slapping something together and actually finishing it, good, bad or ugly and it's also one less kit on the "Shelf of Doom"!

Now shut up and build something!

Directions to the Club Meeting Location



The Internet Model Shop!
Great Stuff!
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John Roll
Vice President
john@rollmodels.com

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

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking in front, with more parking available to the left near the line of hangers across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

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 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.