

# The Aero Historian



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November 2004



A 1/144 scale Bristol 175 Britannia Series 102 in BOAC markings sitting on the ramp at Stillwater International Airport (Corgi Field). The model is a metal diecast item from Corgi which I further detailed, while all the ground support equipment is scratch-built. The hangar is a card model, the ramp is foam-core board, and all other scenic items are from the railroad section of the hobby shop. (courtesy Bob Steinbrunn)

## Spraybooth Logic It's Not For Me... by Dave Pluth

A few months back at our club meeting our club President read a request by a father whose son was coming back from Iraq. The father wrote about how he wanted to get a kit of his son's artillery piece modeled as well as his grandfather's artillery piece, in which he fought during World War II in North Africa. They were looking for volunteers to

do this in 35th scale.

Well, after watching no one volunteer, the guy next to me nudged me and said that he would do the Italian piece if I would do the modern piece. I figured what the heck and put my hand up. Little did I know what was in store for us.

We met with Mario for lunch along with a bunch of the other guys from the club. Mario gave us a rundown of his son's experience in Iraq, showed us some cool video on his IPaq (kind of like a Palm Pilot for

those familiar with such technology) of some training stuff that they did at the fort where his son had been stationed. He talked about his father-in-law and his WWII experiences in the Italian Army. After lunch we went out to the car and he turned over to us the kits that we were to build.

Okay, it's now true confession time. I had no idea what an M109 was or what it did. I had no idea about what color to paint it or just

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## TCAH This Month

The monthly meeting will be held Saturday November 13 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing will begin about 12:30. So come early. This month we hold elections for club offices and have our annual club auction. So leave your models at home but clean out your shelf of doom and bring everything you're not going to build.

## General Meeting Minutes

October 9, 2004  
by John Dunphy

Presiden Ken Hornby called the meeting to order at 1:30pm. Old Business - Nordic-Con: After reviewing alternative venues, the Nordic Con Committee has settled on the Fleming Terminal for it's site for Sept 10, 2005 Nordic-con. Volunteers will be needed to help head up various aspects of contest. Help will also be needed contest day. Persons interested should contact Steve Macy, Johannes Allert or Ken Hornby. Items for sale - Debbie, former co-owner of "Battle Hobbies" is busy selling hobby related items - air brushes, tools, kits, etc. Individuals interested should contact her at 651-702-0880 P-40 Contest - Theme contest is set for TCAH Meeting in January 2005. Johannes Allert gave a reminder to those interested. All entries must be newly built. Any scale any variant not including P-36. 1st, 2nd, and 3rd Place trophies will be awarded. Fort Snelling WW II Historical Roundtable - Ken Hornby reminded members of the monthly event held at Ft. Snelling Historical Center. AAHS - Terry Love has two new articles in the current edition. IPMS News- John Roll gave update about possible changes to the award/judging process. IPMS Members encouraged to go to website and provide feedback to IPMS. Meeting closed with show & tell. This months theme was "Salute to USMC Aviation". The raffle was held and the meeting ajourned at 3:00pm.

## Contest Calendar

11-13-04 IPMS Butch O'Hare  
22nd Annual  
Lakeview Junior High School  
701 Plainfield Road  
Darien, IL 60516  
Contact: John Wendt  
jwendtoo1@aol.com



## Business Meeting

October 9, 2004

The main topic was discussion of duties for Nordic-Con. Johannes Allert & Tom Norrbohm to handle trophies. Johannes Allert to be vendor contact. Steve Macey to handle judging. Steve Macey provided diagram for layout of contest/vendor area. Steve Hustad also provided layout. Incorporate two ideas together. Help still needed for Raffle as well as advertising. A second item was looking into better quality shirts with club logo. The business meeting adjourned at 4:00pm

## Treasurer's Report

October 2004

by Tom Norrbohm

First of all, I want to thank all those members who have mailed in their dues payments. This is greatly appreciated! Thanks guys! The November meeting brings the club auction and a long day for all of us. My day will be made longer due to the process of collecting both dues and auction payments. As in the past, dues and auction payments are to be made separately. This is so I can keep track of payments more easily. I would strongly suggest that you pay for your dues before the auction starts. A lot of people will want to pay and leave as soon as the auction is over, and it takes time to process someone who is paying for dues and auction at the same time. You can also still mail me your dues too! Make check payable to TCAH for \$20, \$10 for Seniors (65 and older) and Junior members. My address is printed elsewhere in this newsletter.

Please welcome new member Scott Liptak. Welcome aboard Scott! Our balance as of October 24 is \$5524.40. We have 32 members paid (including Life Members) out of 88 members.



## On The Show Table

October 2004

Aircraft		
Frank Cuden		
Hawk & Missing	link 1/48	
		YOV-10D
John Dunphy		
Tamiya	1/48	Corsair
Ken Jensen		
Cleveland Model		Grumman J2F
Jim Kaltenhauser		
Smer	1/72	Hurricane II
Steve Macey		
Hasegawa	1/48	(F4U-5N)
conversion		Au-1 Corsair
Academy	1/72	F-8E
Dragon		Challenger II
Steve Rewey		
Tamiya	1/48	A-1H Skyraider
Miike Ronnie		
	1/48	Ki-44
	1/48	P-40
Dennis Strand		
Classic Airframes		J2F Duck

## TCAH Calendar

December - Campaign Theme - Eastern/Russian Front.

January '05 - P-40 Allert Challenge contest, plus other stuff TBD.

## Love Bites

By Terry Love

### Aviation Definitions

Airspeed - Speed of an airplane.

Deduct 25% when listening to a Navy pilot.

Angle of Attack - Pick up lines a pilot uses.

Bank - The folks who hold the lien on most pilots' cars.

Barrel Roll - Sport enjoyed at squadron picnics, usually after the barrels are empty.

Carburetor Icing - A phenomenon happening to pilots at exactly the same time they run out of gas.

Crab - The squadron ops officer or the FAA.

Dead reckoning - You reckon correctly, or you are.

Engine failure - A condition which occurs when all fuel tanks become filled with air.

Firewall - Section of the aircraft designed to let heat and smoke enter

(Continued on page 4)

## From the President

by Ken Hornby

I'm sure you've all been saving your pennies, preparing for this month's main event – the annual TCAH club auction. This is the club's big fund raiser for the year, so don't be shy when bidding. Due to the length of the meeting when its auction time, we will be starting promptly at 1:00pm! We have several items of club business to cover, but we should be able to get through them quickly.

During the auction we will take a short break every half-hour to allow departing buyers to pay for their purchases, the sellers to "re-group", and give the people keeping track of it all time to breathe. We still need at least a couple more persons to help out auctioneering. Terry "That's a lot of plastic!" Love, a stalwart auctioneer in the past, will start off the bidding this time around, but must leave early. We have one other reliable auctioneer in Dave "If you buy it, build it!" Pluth, but we definitely need one more, plus several assistants. If you like being home in time for supper consider helping out.

One of the business topics will be our club elections. All officer positions are running unopposed, so voting should proceed smoothly.

Another issue brought up at last month's meeting needs to be addressed this month. We are in need of a person to take on distribution duties for our monthly newsletter. As you read this, the person handling this responsibility is no longer able to do so. Now this isn't as arduous a task as it might seem. It involves folding, affixing address labels and stamps to, and dropping at the Post Office, the newsletter each month. The newsletter presently is sent via email to the distribution person, copied to a disk and then taken to a local print shop for printing. When it's finished he picks them up, processes them as described above, and mails them. Once a month. It takes about one hour of your time. We can set it up so that the newsletter editor can email it directly to a print shop. That way the print shop would notify the

distribution person when the newsletters are printed and ready to be picked up, eliminating the need to copy the email attachment to disk and physically bring it in to the shop for printing. If we don't have a definite volunteer at this month's meeting (or before) we will be forced to cease mailing the newsletter until someone steps forward.

The last topic I need to cover here are membership renewals. Although of course I want everyone to renew their membership, please do not do so at this month's meeting. Trying to keep track of everyone's auction purchases and collecting money from buyers is hectic enough without also having to sort out renewal monies from purchases. Our honorable Treasurer, Tom Norrbohm, has asked that if you wish to renew your membership this month, you do so by mail at the address listed in this newsletter. I'm certain you'll see this same plea elsewhere in this issue.

Don't forget to take one last scan of your hoard for items to bring in to the auction. Bring your wallet and prepare to have fun.

## Request for Help

Not long ago, we got an email request for help regarding a WW I topic. I have sent a preliminary answer, suggesting that it was probably a German two-seat reconnaissance aircraft, Can you add more?:

My name is Dave Becker and I live in Eden Prairie, MN (davemarybecker@msn.com)

I got this e-mail address from the Minnesota Aviation History website. I have a question. I have (what I believe) is a piece of canvas taken from a plane that was downed in WWI. The piece is about 10x10" and is light green, yellow, pink/salmon, and light brown in color. It has a small bullet hole in it.

I inherited this from my grandfather who was in WWI (151st "Rainbow" Division). I am trying to find out what type of plane it came from and any other history about it. Can you help me?

## The Master Builder Some Seamy Thoughts

By Frank Cuden

One of the pitfalls and necessary evils of modeling is filling and sanding seams. Of course, some kits these days do not require much, if any filling. However, the majority of the ones I build do have their share of faults, especially the short-run kits I seem to have been building as of late. I've tried various methods, including the use of masking tape to cover potentially lost detail while sanding. In a conversation with fellow club member Dave Weitzel, he told me he has been using a method that does not cause detail to be lost. His solution is the use of Tamiya gray putty coupled with WalMart "Equate Regular Nail Polish Remover." I don't know if the remover would work with other putties however. Prior to the conversation, I had heard of various modelers using Denatured Alcohol. Finding the stuff at a local paint store, I gave it a try. More on the WalMart variety in a bit. One of my current projects needed quite a bit of filler at the wing-to-fuselage joint. Using the Tamiya putty, I put small amounts in the joint with a small applicator. When dry, I began using the alcohol with a Q-Tip, gently rubbing the seam. After a bit, I noticed some of the gray residue from the putty on the Q-Tip. Progress! The beauty of the method is that no engraved detail was lost. Although tedious, it was working. Enter Dave's method at this point. He told me to get the "Equate" variety of fingernail polish remover as it is the cheapest (something like 69 cents) and also contains the least potentially harmful ingredients which could craze the plastic. Summoning up the courage to give it a try, I did the other wing joint using the Wal-Mart product. Surprisingly, it worked faster than the alcohol. Dave also mentioned using either flat or round toothpicks to remove putty in tight areas. His method is to steal a couple of cotton balls from the wife's stash, tearing off small bits and gently wrapping the cotton around the small end of the toothpick. Trying the idea myself, I was able to

get into a tighter area, thus smoothing out the seam. Although this has been my first attempt using the method, I think I'm hooked for future projects. It certainly eliminates loss of engraved or raised detail and there is no sanding dust with which to contend. The six-ounce bottle has a pink cap and label and should last quite a long time. Why not give it a try? You might be pleasantly surprised. Questions? Just give me a shout!

## Airline Chatter

by Terry Love

Boeing has received down payments for up to 200 of the new 7E7 jet airliners in addition to the 52 known orders.  
Air Canada ordered 30 regional jets from Bombardier of Montreal for \$821 million.  
American Airlines recalled 610 flight attendants as American plans to increase their international service.  
Qantas Airlines of Australia is launching a new discount airline called Jetstar.  
Air Canada also ordered 45 Embraer regional jets with options to purchase an additional 45.  
Northwest Airlines will begin non-stop service on December 15 from Minneapolis to Asheville, North Carolina. It is one of 12 new non-stop destinations added this year by Northwest Airlines from Minneapolis. Northwest Airlines now has 167 destinations with non-stop service from MSP.  
Libya Arab Airlines will buy 24 new airliners with \$1.5 Billion. The buy will be a combination of Boeing and Airbus airliners.  
Vietnam Airlines ordered 10 Airbus A-321s, for delivery in 2006, and they ordered 4 Boeing 7E7 airliners.  
Continental Airlines will begin service from Newark to Belfast, Northern Ireland next year.  
Bombardier, the Canadian aircraft manufacturer of the CRJ - Canadian Regional Jet - will lay off at least 2,000 employees as production is being slowed.  
Airbus is developing its Airbus A-350 to compete with the Boeing 7E7.  
Avianva. the airline of Columbia,

was purchased by an unknown Arab investor from their previous owner, a Brazilian.  
Air New Zealand bought 17 new Bombardier Dash 8 Q 300s turbo-props for their domestic system.  
United Airlines is reducing its jet fleet from 523 down to 455 airliners. United will park most of them. That is a 12% shrink for domestic capacity, but United will expand its international capacity by 14%.  
Since most low cost new airlines are domestic only, Continental Airlines, United Airlines, Rolls-Royce will supply \$1 Billion in jet engines for All Nippon Airways for their Boeing 7E7 airliners that they have ordered.  
Rolls-Royce also won an order for \$450 million worth of engines from China Eastern Airlines for 20 new Airbus airliners.  
CSA, the airline of the Czech Republic, ordered 12 Airbus A-320s.

*(Love Bites Continued from page 3)*  
the cockpit.

Glide Distance - Half the distance from an aircraft to the nearest emergency landing field.

Hydroplane - An airplane designed to land on a wet runway, 20,000 feet long!

IFR - A method of flying by needle and parachute.

Nanosecond - Time delay built into the stall warning system.

Parasitic Drag - A pilot who bums a ride back and complains about the service.

Range - Usually about 30 miles beyond the point where the fuel tanks fill with air.

Roger - Used when you are not sure what else to say.

Spoilers - The FAA.

Stall - Technique used to explain to the bank why your car payment is late.

Tactics - What a clock sounds like when it needs fixing.

Yankee - Any pilot that asks Houston tower to "Say again."



## Russian SIGNALS

### A LaGGing Indicator

By George Mellinger



For some reason it is not enough to build an example of an aircraft. You find yourself compelled to build models of all the significant subvariants. A Spitfire I, demands an accompanying Mk II, and then a V - A, B, & C wing variants, and also Trop. And then an IX and the range of Griffin motored variants.

With Soviet WWII aircraft, it is a bit more complicated because the Russkis didn't really settle on any standardized system of keeping track of subvariants. Sometimes they awarded designation modifiers, such as the Yak-9, Yak-9T, -D, -B, -DD, etc. For other aircraft the only distinctions were noted by the various production series, much like the current USAF practice of denoting block number subtypes. This is how Lavochkin did it with the LaGG-3. References refer to the major subvariants as Series 1, Series 4, Series 8, Series 11, Series 23, Series 34, Series 35, and Series 66. Of course there were many more series besides these significant ones, but Series 2 and 3 were essentially like Series 1, Series 36 through Series 65 differed little from Series 35, etc. The prominently noted series, did not just denote a specific production batch, but have come to represent all the in-betweens as well.

The LaGG-3 may have been a poor airplane, but it is an interesting subject, with great potential. The original 1/72 Red Star

kit, how to say this... it made the Dakoplast/Eastern Express 1/72 kit seem really good by comparison. But finally Toko/Roden came along and released a series of 1/72 scale LaGG-3 kits that satisfy the modeler. But what a mystery! Their first release was labeled LaGG-3, and contained alternate parts and decals for 5



Toko 1/72 scale LaGG-3 Series 1 of Captain Gal'chenko. From an early mold and truly delightful. After market decals from Anna of Russia.

different variants. Subsequent releases provided kits, marginally cheaper, supposedly representing only a single variant. But here's the first secret. While these late variant LaGG releases had only the decals for that one variant, they had the original part trees with the full set of alternative parts, which means you can score a lot of spares, an extra rockets useful for other projects.

The variants included are the original LaGG-3 Series 1, with rudder balances above and below, 4 synchronized machine guns plus cannon, and short antenna. LaGG-3 Series 5 Usually identified as a Series 4- no big deal), which deleted the lower rudder horn and one machine gun, and had a taller mast. The Series 11 had only a single machine gun and cannon, one rudder horn, tall mast, and also the ability to carry 2 wing drop tanks. The series 35 had a

changed rudder with no balance horns, changed exhausts, changed radiator, and a retractable tailwheel. The Series 66 returned to the short mast, adopted a new canopy and styles of exhausts. They were also evolving changes in the style of wing and rudder lines and flaps. Kit instructions are inadequate in failing to point out that the rockets were used only from Series 11 and seem to have been abandoned by Series 35.

But here's the second secret. The parts provided allow you also to build all the other significant LaGG variants not specifically included in the instructions and decal sheets. You want to add a LaGG-3 Series 8 to the line-up? Just assemble the Series 5 but use the cowling top specified for the Series 11. A series 23? - Build the Series 11, but prematurely use the Series 35/66 rudder. Series 29 now wants the new Series 35 exhaust pipes substituted to the evolution as well, and the elimination of the exhaust shield. The finally with the Series 35 and Series 66 variants, you can get back to the kit instructions. of course, for these three extra variants you will not have specific decal markings available. So you can use the basic camouflage finish schemes, which are either black & green on the upper surfaces or winter white - dark & light gray was introduced only after Series 66. The basic kit red stars will work, and you can use appropriately sized numbers from your spares box. so long as you're not building a specific, known aircraft, you can build generically, and be not wrong. It won't be the LaGG of anyone famous, but

*(Continued on page 6)*

(LaGGing Continued from page 5)

it will be another specific sub-variant giving you a more individualistic and complete line-up.

Turning next to the LaGG-3's successor, there are also possibilities for the La-5. Here we have kits by Maquette and Cooperativa which provide the initial straight-back La-5. Both kits are the same mould, but Cooperativa adds a little bit of useless photoetch, and Maquette has better decal selections. Maquette's molds also seem tired and needs much more modeling work, though both kits require some cosmetic assistance. Still, one kit, one type, no modifications.



Cooperativa/Maquette 1/72 La-5 in Chkalov Eskadril markings.

Italeri/Zvezda give us the La-5FN, the later version introduced late in 1943. Again, the Russian release is a bit cruder, but has more interesting decals. But what about the intermediate La-5F, the first Lavochkin version with all-around vision canopy? How dare they overlook this version!

Fear not. You have the chance for a bit of plastic surgery credits on the cheap. To turn the La-5FN into the -5F you first need to reduce the large upper air scoop on top of the nose, cut it back to just beyond the first cowling ring, and sand it so it has a back-slanted profile and fill in with putty. Then add a small air scoop



Italeri 1/72 La-5FN of Vitalii Popkov, decals by Suprscale.

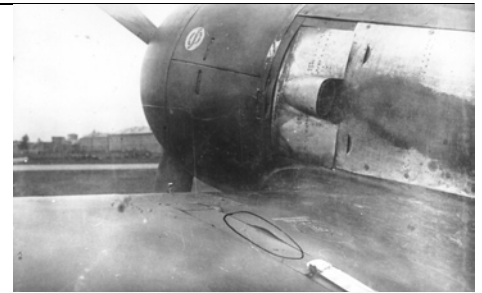


Italeri 1/72 La-5FN, modified to La-5F, of generic unit, with decals from spares box

to the very tip of the rounded cowling. This can be done with sheet plastic, even by me. Next, you have to fashion the small bumps on the sides of the exhaust shields, per the photos. One final task, is to add landing gear doors to create an illusion that your La-5F has a retractable tail wheel - this should also be done for the basic La-5FN kit.

Again for the La-5F, you will need to do generic markings. The La-5F arrived early enough that it could be painted in standard black & green, or in the late dark & light gray. A variety of stars and number styles are acceptable, and you can also do such things as painting the spinner and or front part of the cowling various colors - red, yellow, white?

As for the La-7, it looks as if Eduard has both essential variants covered. We can only hope



Above is the side exhaust of the La-5F, and below the side exhaust of the La-5FN. The small bump can be produced from scrap plastic, and in 1/72 scale does not really have to be hollowed out.

they'll come through with a good La-9 and La-11. And soon. None of us is getting any younger or improving our eyesight.

Some final thoughts on painting all these Lavochkin varieties.

The basic Soviet color at the start of the war was green upper side and blue beneath. Currently my favorite choices for the standard early war airplane green are Floquil coach Green or Model Master 34151. These go either as a sole color or patterned with black. For undersides you want a fairly bright color - I favor Testors sky Blue in the square bottles.

Starting from early 1942 the Russians began introducing new paints, you want Model Master paints in the range 34095 to 34102 and black, and for the underside try "Russian Topside Blue".

For the upper surface grays you use Testors 36251 and 36118 grays are best choices.

(Spraybooth. Continued from page 1)

how huge a 35th scale kit was. My entire line of paint for tanks was olive drab. When I opened the box it was quite shocking (and frightening). There were a billion pieces in the thing and not one that I could identify. I must say that I have a new found respect for guys that do 35th scale armor.

By the time I arrived home, I had an e-mail from Mario with a few photos of his son's M109 (at least the front quarter of it) with some very basic paint scheme ideas. I also had the name of the tank that I was building and the numbers that were supposed to be somewhere on the front of the tank. After a couple e-mails to guys knowledgeable in such things, I had a set of general paint colors and an idea of a camo pattern to use.

Building a model of something that you have no idea what it should look like is something of an exhilarating and frightening experience. It's something new to test your skills on (particularly your disaster recovery skills), but the downside is that you are building it for someone that spends their days on the real thing so it still has to be pretty good.

After two months of building, a couple meetings with the other guys who were building bases and cases for the project, the work had been completed. The kits were turned over for final mounting to the bases and final work on the plexi-cases that would keep the dust off of them.

A few days later I got an e-mail asking about a good time to meet Mario and his son for lunch. We set up a day, but the catch was, his son had no idea what was going on or why he was being dragged out of bed before noon to "go meet some people".

I met Mario and his son (who is all of 19) at the door of the restaurant and walked out to the car with them. I unlocked the door and told Mario the "stuff was on the floor in the front seat" (sounds much like a drug deal, doesn't it?). He reached in and pulled out the case with his son's M109 and handed it to him. The young lad was speechless. He stood there for a minute and rotated

the case around looking at all the "stuff" on the kit. He then proclaimed "that's my gun!" with a huge smile on his face.

After two months of worrying, wondering and hoping not to screw up this project I felt like I could finally breathe again.

So what's the point? A self-congratulatory slap on the back for myself, Roger (who built the Italian piece that I couldn't pronounce, let alone spell) and Tom (who built the cases and did some really nice looking plaques for them)?

Well, no. My point for this month is maybe if you are in a building funk it's because you are just building a bit too much for yourself. Maybe you need to put your skills to work for someone else. The look on the young man's face when he realized that this was "his gun" was priceless and something that I'll always remember. It will also be something he will remember for a long time.

Was this the best model I ever built? Nope. In fact it probably wasn't even top ten. Was it my favorite model that I built? Definitely not. Will it be the most memorable model that I've built? You bet, at least it will always be in the top five!

I learned a few things from this experience. First, we can use our modeling skills for good as well as evil. Good is building something for someone else, evil is what your spouse thinks when you bring home yet another bag of kits from the hobby store. Second, while this isn't a streak-breaker in terms of getting my model building kick started again, it still help to keep my skills sharp and forced me to complete something in a timely fashion.

There was one kit to work on. There were no "do-overs" or "I'll get to it later" type of things going on. The third and finally thing I learned was something I already knew, anything we can do for the folks in the service is a small sacrifice comparatively to what they are doing for us.

So, this month shut up and build something and give it to someone! You never know, you might just make their day.

## A Rejoinder to Doctor Dave.

By George Mellinger

So everyone knows I build Russian, and only Russian. Not quite true, I also do the occasional 1/72 scale Great War Biplane. And I've also got a few Japanese models I intend to build as a compliment to the Russian Khalkin Gol aircraft/ And a few Polish aircraft.

My godfather living here in Sioux Falls is an old Greek gentleman, and a retired surgeon. And I learned that he has an interest in military history. He has one of those big and impressive models of the USS Missouri, the models which you purchase from magazine ads for the sort of money that only a surgeon can afford. And another commercial model of a Sherman tank. Some people are not builders, never have been, never will be.

But he likes military. And he's Greek.

So I got busy, and soon on Constantine's bookshelf will sit this----



During 1938 the Greek government ordered 30 PZL P.24F and 6 P.24G fighters. They were the main fighter equipment of the 21, 22, and 23 squadrons of the Greek Air Force.

I do not know who the kit manufacturer was. The kit came in an anonymous plastic bag, and I found it some years ago at a TCAH auction. It was a pleasant kit to build, and it will be a unique Christmas gift to give. Dave has a good idea.



## Directions to the Club Meeting Location

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

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

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

miles toward the Fleming Field airport terminal building.

### If coming from east Twin Cities on westbound 494:

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

The terminal is on the right with parking available.



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The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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Return address requested