

# The Aero Historian



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September 2005



## IPMS Nationals in Atlanta

By Rick Verner

Going to the IPMS convention can be hazardous to your health.

No, I didn't stay up late carousing with conventioners. In fact the attendees seemed to be a pretty sedate crowd.

Rather I skipped lunch because there were too many interesting seminars to go to... I'd lie awake at night thinking about which models I HAD to buy for my ever-increasing shelf of doom. My legs ached after standing for hours of sifting through all the photo etch sets and manufacturers specials in the vendor

room.

It took me a couple of days to recover once I got home.

Granted, the fun things in life are the best the first time around but if you haven't been to a national convention I highly recommend it. I arrived on Wednesday morning July 20th and things were still being set up. The contest room was open at noon and a few models trickled in. The vendor room opened at 3. The Dragon Convention, featuring the latest releases from Tamiya and Hasegawa, didn't open until Thursday. The convention ran from the 20th through July 23.

By 2:30 a line formed at the ven-

dor room doors and there was a rush to get in. One of the great things about the convention is the variety of vendors. You can sift through retailers' offerings and mark-downs, haggle with people who are thinning their collection, or learn about new products.

Since I was traveling by air, I was initially restricted to only purchase items that were safe to be carried on board. My purchasing power was limited significantly.

"I'm like a eunuch in a harem here dear," I told my wife by phone. She laughed, but didn't share my pain.

Past TCAH president, Ken

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## TCAH This Month

The monthly meeting will be held Saturday September 10, at Fleming Field, South St. Paul. Registration will be from 9:00 till 12:30. Judging will begin at 12:30, and awards presentations start at 4:00., and end by 5:00. The vendor area opens at 9:00. We will also need TCAHers to help set up and take down before and after. So come early.

## General Meeting Minutes

August 13, 2005

by Johannes Allert

Vice President Steve Macey called the meeting to order at 1:30 pm. An old member Brent Theobald showed up to say hello. He's currently working in Milwaukee. Welcome back!

Old Business –

Fokker Challenge – Merrill Anderson is sponsoring a Fokker Theme Contest. Build any Fokker, any scale which dates between 1914-1918. Contest will be in December.

Books – Anyone who ordered books through Ken Hornby, please see him as he has them in.

Club Shirts – Any member who ordered a TCAH Shirt, again please see Ken Hornby.

November Elections – Members interested in running for club office, now's the time to throw your hat in the ring. Nominations for President, Vice President, Secretary & Club Treasurer are wide open. With the exception of Tom Norrbohm, no one has elected to run for office. Webmaster & Newsletter Editor – Positions for both jobs will be open after September. Please contact Dave Pluth (Webmaster) or George Mellinger (Newsletter Editor) for details.

October Guest Speaker – Slight change of plans. Axel will be bringing a former 8th A.F. navigator to speak at the October meeting.

Nordic-Con Update – Steve Macey, Johannes Allert, Jeff Fries, Tom Norrbohm and Larry Donovan gave a brief overview to the membership regarding next month's contest. Set up will be Friday night. Saturday we will open up for the vendors to set up at 7am. General Admission and registration will start at about. 0830 – 0900 hrs. Judging to start at 1230-1300. Awards at 1600 and wrap up between 1630-1700.

New Business –

MN Historical Society Commemorates VJ Day 60th Anniversary at the MN History Center Ft Snelling. Military Expo – Camp Ripley 18-19 September

Show and Tell followed the meeting. There was no raffle.

## Newsletter Opening

Due to other growing commitments, I am resigning the editorship of the TCAH Aerohistorian upon the completion of this issue. Interested replacements should contact the club president.

Any interested party will need to know and have a copy of *Microsoft Publisher*, and *Adobe Acrobat* software as well as internet access. A scanner is not essential but quite helpful.

You should contact the club president if you are interested in the job.

I will pass along the newsletter template, and my collection of useful clip art.

## Treasurer's Report

August 2005

By Tom Norrbohm

Expenses for the month of July were \$823.23. Most of this was for the model supplies for the Baghdad Model club sent by Roll Models. Other expenses were for the newsletter/postage, Nordic Con and service charges (checks). Income for the month of July was \$210.00. This was from the club raffle, shirts, Nordic Con and dues. Our balance as of 8-21-05 is \$5569.60.

We are also entering into our 4 month dues renewal period. From September to December 31st you can renew your club dues. Dues are \$20 per year, \$10 for Junior members (under 18 years of age) and senior members (65 and older). You can pay me in person or by mail. Since the September meeting is a washout due to Nordic Con, and since I will not be at the October meeting, we have lost two months for those who wish to pay in person. Therefore, I recommend that you pay your dues by mail. Most of you did this last year and lets repeat that again this year. Make your checks payable to TCAH and mail to: Tom Norrbohm, 9936 Columbus Ave. So., Bloomington, MN 55420.

## From the President

By Ken Hornby

My apologies for missing what was an important meeting last month, but family vacation plans overrode meeting priorities. Of course, the main topic this month is NordiCon. As discussed in August, table delivery will be Friday night with initial set-up after the MN Military Figure Society meeting. Saturday morning at 7:00am we will open for vendor set-up with General Registration beginning at approximately 9:00am or earlier if feasible. Several members have signed up for various duties but we can always use more help. Don't forget that we will also need help with take-down afterwards. Although most of us are new to planning an event of this scale and we're trying out a completely new venue, your committee chairs have put a great deal of effort into this and it promises to be a great time. Thanks to the outstanding generosity of our membership, other area clubs, and local and some not-so-local businesses, we have a huge, quality raffle in the works. We have a variety of vendors attending, some are old friends and others may be new to you, so you'll have abundant opportunities to part with your cash. I hope to see everyone there.

I need to mention to everyone that nominations for club office are open for election this November. The only person running so far is Tom Norrbohm for Treasurer. Talk to your friends and nominate some deserving individual before November.

The positions of TCAH Webmaster and Newsletter Editor will also be vacant after this month. Don't wait until November or later to fill these positions. If we don't have either position filled by next month the TCAH webpage will no longer be updated and the newsletter as we now know it will cease to exist. There are provisions in place to put out a "club news only" flyer until November, but my hope is that someone will step forward to fill these critical openings before that time.

Several persons have commented

## TCAH Calendar

October - School is under way, so this month we focus on trainers

November - Club auction & elections - No theme.

December - Another chilly month, so naturally, Aircraft of the Cold War.  
Merrill Anderson Fokker Challenge.

January - Tired of Winter? Its summer in Australia. So we'll honor Australia & New Zealand's Air Forces.

February - Ski-equipped aircraft.

March - The Spanish Civil War. Polikarpovs. Fiats, Heinkels....

April - Bloody April! Bring your World War One models.

May - Victory in Europe month. So bring late war aircraft of the victors.

### Business Meeting

August 13, 2005

There was no business meeting this month.

### On The Show Table

August 2005

No report of the kits displayed was received by the editor.

on or questioned why most of the officers and the web and newsletter people are stepping aside. The reason is that a small, dedicated group has been continually, either out front or behind the scenes, performing various duties within or running TCAH for the last 10 years or so and, simply put, these people are burnt out. In other cases, additional interests or obligations are taking up more time and energy than these individuals have available and so they are vacating these positions they have long held. We have a wealth of talent within our club and I expect someone will get involved and continue in a position of leadership or support of TCAH

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## Contest Calendar

9-10-05 NordicCon  
Twin Cities AeroHistorians  
South St. Paul, MN  
www.aerohistorians.org

10-1-05 The Show XI  
IPMS Will Cook  
James Hart Cafetorium  
18211 Aberdeen Street  
Homewood, IL 60430  
Contact: Ed Mate  
915-478-4432  
obviouschoice@juno.com

10-29-05 IPMS Glue Crew  
Contact Joe Drew  
jdrew@dwave.net

2-4-06 Hope it Don't Snow Show  
IPMS Zumbro Valley  
Stewartville Civic Cnter  
Contact: Ed St. Denis  
edwardstdenis@msn.com

2-24-25-06 IPMS Pathfinders  
Raddison Inn  
517 Grand Canyon Dr.  
Madison, WI

3-18-06 LOCON 2006  
IPMS Fort Crook  
Mid-America Center  
Council Bluffs, IA  
Contact: Mike Cavil  
402-493-9669  
mcavil@tconl.com

3-18-06 11th Annual Show  
Mad City Modelers  
Radisson Inn  
517 Grand Canyon Dr.  
Madison, WI 54719  
Contact: Jim Turek  
608-329-7222  
jjtmodel@yahoo.com

3-25-06 IPMS Quad Cities  
Holiday Inn Center  
Davenport, IA  
Contact: Glen Broman  
309-523-3671  
gbroman@aol.com



## StuG IV "Late" Reviewed

By Fletcher Warren

Dragon Models Ltd. \$7.50 from Roll Models. Kit # 7260



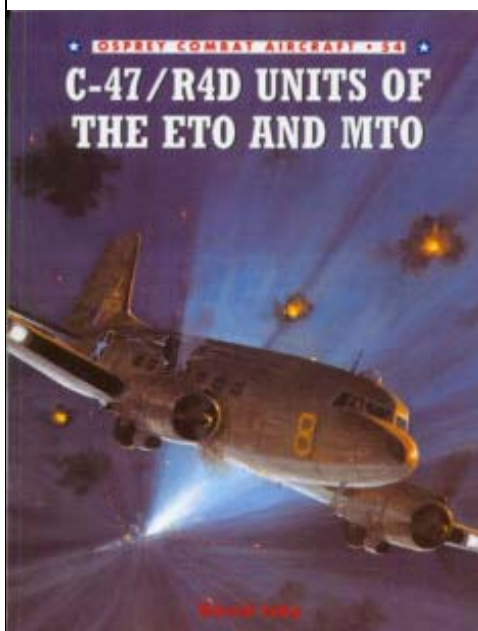
Dragon's kit includes 9 individually bagged sprues, A separate hull, wheel hubs, tracks, and decals. Overall the quality of the molding is excellent with the exception of the tracks. They have excellent detail but in my sample they were slightly deformed. In other kits I've seen, though, they are quite badly warped. I suspect this is due to them being 'kicked' out of the mold before the plastic had time to sufficiently cool. A nice feature of the kit is the wheels. The hubs are molded separately making painting a snap. The benefits of the kit though, are offset by the fact that there are no provisions for side skirts or mounting brackets. Dragon's new StuG IV "early", however, includes both plastic and brass skirt choices. So if you have that kit one of those could be used. I just scratch-built some brackets and skirts for my kit. Assembly proceeds smoothly until step 4. The gun cradle/mount inside the superstructure does not fit well. It takes some fiddling around with to get it to work. The loaders hatch is problematic too. Remember to install the periscopes before gluing the roof to the superstructure. (ask me how I know.) Carefully examine Dragon's picture instructions to make sure all of the small detail parts have been added. On to the suspension. The fit of the bogies to the hull is a bit sloppy due to a small amount of flash in and around the alignment holes and pegs. It is best to glue the wheels to the bogies and then

install the completed bogie assemblies to the hull to achieve correct alignment. The tracks take paint well even when flexed but are too long. About 5 links need to be removed to make them the correct length. I painted my model with Model Master and Polly Scale acrylic paint and weathered with a combination of oil washes, pastels and drybrushing. The decals went down well over a coat of clear gloss. Overall, Dragon's kit is superb. It certainly smashes the older Revell Germany offering. The only thing I could wish for is better tracks, the option of skirts and brackets and better fit of the bogies.

## C-47/R4D Unit of the ETO and MTO by David Isby Osprey Combat Aircraft #54

Reviewed by Gary Chambers

Thinking that Mark Postlethwaite's cover painting was a C-47 taking enemy fire on a D-Day mission, I was anxious to see the contents. This title piqued my interest as a DC-3 enthusiast, as a current tactical airlift navigator, and to see if my Air Force Reserve unit was mentioned. To save you from jumping to the last paragraph, I was pleased on all three accounts.



After satisfying my initial curiosities, I began to read from cover to cover. The cover depicts a C-47 during Operation Husky, the follow-

up airdrop supporting the Sicily invasion. The anti aircraft guns are from the U. S. fleet that was overflown on the ingress to the drop zone. The old military axiom that "friendly fire isn't" is borne out in this incident. The crew of "Geronimo" was dodging flak when a Para pack jettisoned from a C-47 ahead in formation went through the starboard side of the fuselage and exited the cargo door. After dropping the paratroopers, the pilots were able to make it back to a safe landing at its Tunisian base – a testament to both the crew and aircraft.

C-47/R4D Unit of the ETO and MTO will be interesting reading for both the historian and the modeler, typical of the Osprey Combat Aircraft series. The color profiles are well rendered by Chris Davey. The appendix in the back lists the units, unit codes and scale drawings. This section was of particular interest to me in reading about my reserve unit's lineage from the 440th TCG / 96 TCS. The bibliography provides a useful source for additional reading.

The author provides a sufficient background to the DC-3 without detracting from the book's focus on WWII military operations. The C-47 genesis as an airliner enabled it to be pressed into military service with minimal modifications and operational test & evaluation, essentially doing the same role it performed with the airlines. A cargo door on the left side was the most visible alteration. As a proven commodity, the C-47 became the ubiquitous logistics aircraft in the military. Hence, the story of the C-47 is also the story of airlift and airborne operations.

Early in the war, the C-47 was tasked with both the build up and theater airlift. Production had not yet caught up with demand. Add to the mix the need for crews to train for airborne operations and you can see the commander's dilemma of how to best allocate the C-47 assets. Mr. Isby provides a good macro and micro history with strategy and doctrine punctuated by first hand accounts from aircrews. The

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## Wartime ID Models and their Impact on Today's Model Kits

by Noel Allard

How exactly did today's plastic model airplane kit come to be? A trip back through time is very enlightening.

Plastic was not a household word in 1942. A very few plastic models appeared prior to WWII, but today's scale model airplane was born with Pearl Harbor, December 7, 1941. Virtually the day after, Navy Admiral Louis DeFlorez returned from England where he had seen British recognition models used for training anti-aircraft gunners and aircraft spotters. DeFlorez, in charge of the Navy Bureau of Aeronautics, Special Devices Division brought some of these English models to the Bureau. The English models were of a constant 1/72nd scale. Two of DeFlorez's lieutenants, Donald Hibbard and Paul Garber (yes, THE Paul Garber,) created the recognition model program in conjunction with the US Navy. The Air Corps subsequently also took part in the program.

Vast numbers of models were needed for US ready rooms, gunnery training and pilot identification. An early plan was to have the country's grade-school and high-school students carve recognition models out of wood, that was deemed too time consuming and each model would reflect the hand of the builder and it's inconsistency. Therefore, bids were requested from several manufacturers, including Design Center of New York, V. Roxor Short of Connecticut, L.A. Darling Company of Michigan and the George Benckenstein Company of Ohio. All companies received contracts to produce the models as quickly as possible. The scale was quickly settled at 1/72nd, six feet to the inch. The material was a different story.

First tried was a reinforced plaster compound, but it did not produce clean models, and they were fragile. Paper mache was also tried, but details were poor. Solid iron was tested, but the weight alone made

these impractical. Hard black rubber was next developed and became used extensively. It was satisfactory, but as most of today's collectors know, in time, the material changed shape, drooped, shrunk, warped or split. I had a copy of the largest plane, a BV-222, and it changed shape monthly, finally splitting in half. Eventually, a cellulose acetate plastic, newly developed by the Cruver Company of Chicago was developed and that was used for later runs.

Wooden master models were carved, most of them by the Comet Engraving Company and H & H Specialty Company, both of Chicago. Some 200 aircraft types were injection molded and thousands sent to military establishments around the world by the end of the war. Many a returning GI brought a few back in his duffle bag. As WWII came to a close, the need for these models ceased but was reconstituted during the Korean War. When the models reached critical sizes, such as the B-36 bomber with its 38 inch wingspan, a second, smaller scale was derived, 1/144th. It was used for models of aircraft having a wingspan of over 99 feet.

Tons of these more current models became excess following the Korean War and were given away at air shows. The backlogs were released to the open market and the Polk Company of New York, for example, became a major distributor. I can remember when the several war surplus stores in Minneapolis had open counters heaped with these models for sale. Though I begged my dad to buy me a one on occasion, the choice of which one was very difficult. A very tiny scale, 1:432, was introduced after the war, and General Mills' Kix cereal offered them in sets of eight for 10 cents and a boxtop.

Following the Korean War, the wooden model kit began to be seen with some plastic parts included, such as canopies, propellers, bombs, rockets and cowlings. In 1954, the Revell Company began issuing completely injection molded plastic model airplane kits and other manufacturers followed suit. For a

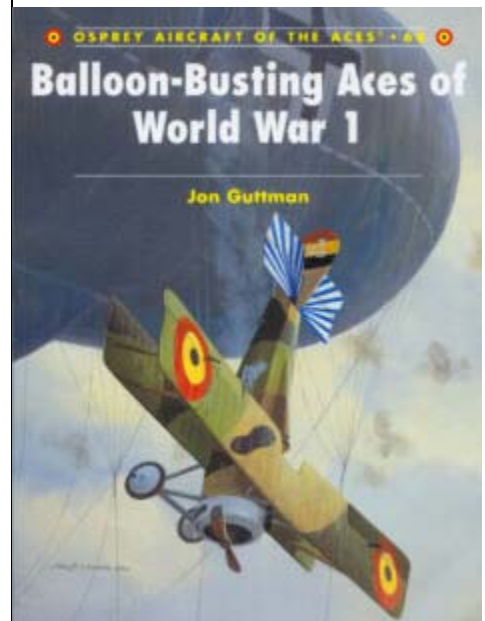
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## Osprey's "Balloon Busting Aces of WW I"

by Jon Guttman

Reviewed by Johannes Allert

In my childhood, WW I was still a "fresh" subject. Many of the participants were still alive, including my great uncle who had served as a Doughboy with the AEF in France. I became interested in all of its aspects both on the ground and in the air. When I first heard of "balloon busting", I thought "So what's so hard about that?"



As I found out, balloons were heavily defended in the air and on the ground. Even if you did hit the balloon, there was a good chance you might get "roasted" yourself!

Jon Guttman has covered the subject in detail and I found out quite a few things I had not known before. I was not aware that balloons were posted further inside the line than previously thought. I also found it interesting how countries dealt with the balloon menace differently. The French, for example, would assign squadrons that ended up specializing in balloon busting. The British handled it more on individual basis. You were assigned a target and that was that. Orders were orders.

The author also covers balloon development and the two major types used by the warring coun-

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## The Master Builder

### "Dem Decals"

Frank Cuden

As with most modelers, part of one's time is spent in the pursuit of buying decals. You know, the after-market variety. We buy a sheet of 45-degree black numbers here and perhaps, a sheet of striping there. Common wisdom dictates that said decals be stored in a cool, dry place. In my shop, I have Rubbermaid dishwashing pans that have been ingeniously mounted under my workbench utilizing strips of 90-degree wood pieces so as to allow the drawers to slide in and out. The lips of the pans ride on the 90-degree section like a drawer slide. When closed, the pans are flush under the bottom of the bench so the inside containing the decals is devoid of light. I also have my decals sorted, and in plastic storage bags. Such titles as "USAF insignia", "Stenciling" and "Numbers" are printed on the bags as well as "1/72nd scale jets", "1/48th props" and, "1/48th scale jets." Over time, the decals do age no matter what preventative measures have been taken. Some of the decals were purchased over 20 years ago so their age is showing. One tip I've learned over the years is how to get the yellow out of the carrier sheet. Simply tape the decal face out on a South window and let the sun bleach out the yellow. If you have a condensation problem, place the decal sheet in a clear plastic bag and tape that to the window. Usually, in 3-4 days, the carrier film will bleach out and the decal is ready for application (assuming, of course, that the sun has been shining (Duh!)....unless, of course, you're not sure if the decal will hold together when dipped in water. Should that be the concern, Micro-Scale has a product which is a god-send to us modelers. It's called "Liquid Decal Film." Water-based, it is a slightly thick solution that can be brushed directly over the decal in question. It just takes a couple of minutes to dry. The important thing to remember is that the liquid film MUST be applied before cutting out the individual decal. Failure to do so

will insure that the decal will never loosen up as the film seals the edges effectively, thereby not allowing the water to penetrate the backing paper. I've successfully used the liquid film on several occasions and have been very satisfied with the result, just cutting out the decal and applying them normally. Coating the entire sheet will eliminate having to perform the process everytime you want to cut out a decal for a model. Give a call to John to get your bottle. You won't be disappointed! Stealing a trick from Life Member, Dave Weitzel, the next time you apply decals, try using Johnson's Klear as a wetting agent on the surface of the model. Put aside the Micro Set and Sol and simply brush on a coat of Klear, apply the decal to the wet Klear, position it, let it dry and then overcoat it with Klear again. Although I've yet to try it on a flat-finished surface, Dave claims it can be done which saves having to gloss-coat the model's surface beforehand. Simple little tricks but very sound in practice. I applied a few decals on my latest model, using the "Weitzel" method and I can attest to the fact that Dave know's of what he speaks! Tuck all this away for your next decaling session and be prepared to forge new modeling ground!

## Attention Writers

Noel Allard

Here is a paying opportunity. Anyone interested in being paid to write a short biography from provided material, please let me know. Our dear beloved friend, Mr. Chuck Doyle, whom most of you know, desires to have his biography published. Your job would be to take the biographies already written by myself and Terry Love, plus a file of additional material, and hundreds of photos and turn it into a Pagemaker or Publisher file that could be submitted to a vantage press publisher. It would require you to also interview Mr. Doyle, plus members of his family and friends, scan the pictures, work with him on captions and turn it into a finished product.

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## Russian SIGNALS From the Moscow Air Show

By George Mellinger



This is September of an odd-numbered year, so I must have just returned from the Moscow Air Show. There were several interesting new participants in this year's show, but easily the most spectacular was the newest member of the MiG-29 family. The MiG-29 OVT features RD-33 engines with all-axial vector thrust. Vectored thrust is not new. It is a feature of VTOL aircraft such as the Harrier and the Yak-38. In recent years vector thrust engines have also been installed in the SU-37 variant of the Flanker. But these were basically rotatable in only a single plane, up and down. In the MiG-29 OVT, the thrust vector can rotate along all axes, which opens remarkable possibilities for maneuver.



The MiG-29 OVT has a fancy paint job, not nearly so fancy as its flying characteristics. (Photo by author)

This year the MiG-29 OVT demonstrated a remarkable move. It rose up into a near 90 degree climb as if it were about to perform an *Immelmann* or a *Cobra*. But then it hung suspended in the air for a moment....And then began to make a backward somersault upon itself - in place, while remaining directionally in place. After performing this complete 360 degree rotation, it pitched forward and slightly downward, and resumed forward flight! Airplanes just do not remain directionally sus-

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## The new Cyber Modeler

By Jack Mugan

Back when I was a child, long after the covered wagons had disappeared, and were replaced with horseless carriages, modeling was centered on the neighborhood hobby shop. They were, for the most part, Mom and Pop operations, not unlike the old Rings Hobbies we all enjoyed in southeast Minneapolis.

Whenever I could scrape together a nickel, dime or quarter, the hobby shop is where I went to shop. You could buy a ready-to-fly glider for a dime, unless of course, you wanted the deluxe kind that the wings flipped out after it was launched with a stick and rubber band; then it was a half dollar, a princely sum in those days.

Stick and tissue were the model kit materials back then, as well as the good old solid wood models kits. Solid wood kits were really really hard to build. You had to have the eye of a sculptor to be able to carve all the wood away that didn't look like an airplane.

Fortunately for me, plastic kits eventually replaced the more difficult balsa and Bass Wood, and I was soon able to purchase, build and paint my treasures in a matter of hours. At the time, they looked pretty good to me. And yes, like so many of my peers, I sent my share of plastic to airplane heaven with leftovers from the fourth of July.

As time passed, hobby shops became larger and more sophisticated, and were run more like a real business, rather than some guy's idea of a cool retirement plan. You could buy models in dime stores, drug stores, toy stores and even department stores like Dayton's. Even so, the hobby shop was still the place for real modelers to get their goods.

Then one day we all started hearing about a franchise hobby shop called Squadron, and the hobby

business took a quantum leap forward. This was really cool! Now you could go to cities like Chicago, Dallas and Detroit and walk into a Squadron Hobby Shop, and they were basically the same store. What a concept. The kits were displayed along the wall and there were customer's models on display throughout the store.

I think it was sometime in the 60s that we started seeing discount stores and shopping centers popping up around the country. Now here were a couple of new places to find model kits and hobby shops. Boy, things were getting better for the modeler by the minute. Then Squadron did it again, and started their mail order business. By now, the old concept of the small Mom and Pop hobby shop was quickly slipping into history.

The upside to all these new avenues of distribution was a sizeable increase in the demand for more kits, and new model subjects as well. For the most part, Revell, Testors, Hawk and Monogram were the main producers of aircraft kits in the USA at this point. Up until then, import kits were mainly from England with their Airfix, and later Matchbox offerings, but as the market began to expand, and the demand increased, it wasn't long before we started hearing from the land of the rising sun. The domestic manufacturers now had some serious competition for the modeler's dollar.

So what's my point? Well you can imagine my surprise when I reached those golden years I always knew were coming, and there were no more hobby shops as I had known them. I now live in a city that has no hobby shops or model clubs. How am I going to enjoy my retirement years now? What happened to those plans to spend days and weeks modeling to my hearts content? Where am I going to hang out?

Wait a minute.....I'm still building models! I no longer travel to the local hobby shops to pour over their shelves on a regular basis to see if

something new has arrived since my last visit, only to learn that one of my modeling friends just walked out the door with the last one of the newest kits I'd been waiting for. I don't have to beg the guy behind the counter to hold one out of the next shipment, whenever it might arrive. I don't have to talk him into carrying decals, paints, detail sets or special tools anymore. Nope, first the direct mail order catalog changed all that, and then the computer has come to the hobby in a big way.

Yes, I know there was always something special we all liked about the General Store or barbershop aspect of going to the hobby shop. There was the anticipation of bumping into one of your modeling buddies, of catching up on the latest gossip or rumor, or looking at someone's latest effort in the showcase. And, in some cases, it was an excuse to get out of the house. I'm afraid the good old hobby shop as we knew it is gone for the foreseeable future, and with it, the nice feeling you got when you shopped where they knew you by your name.

As they say, when one door closes another opens. Now instead of just shopping in your own neighborhood, you can shop the world. You can literally shop for your modeling needs anywhere on the planet. I find this truly amazing to say the least. Lets not forget that we now can hear about the latest rumors and kit releases long before the magazines can bring us the news. In some rare instances, we can even have some influence on new products.

The arrival of resin casting and the ink jet printer have open up a whole new world to the modeler. Somewhere in the world, someone is making a limited edition of a detail set, a conversion set, a new decal, or a whole new kit, and with a bit of effort, we can be one of the lucky ones who will get it. And thanks to the various news groups, these products are all reviewed for our

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convenience. How about that?

These days I look at my time on the computer as time spent going to a club meeting. A very large club meeting, and I usually attend those meetings on a daily basis. The show and tell part of the meeting spans the globe, and I now have direct access to the best models and their creators. Is this cool or what? I can ask all the questions I want, and will get the inside scoop about the model from the builder.

Thanks to digital photography, I can now keep up on my friends' work in progress on a regular basis, with no need to travel to a meeting or to their home. It's a snap to share what's on the workbench or the latest museum visit. I can acquire reference resources on just about any kind of airplane you can imagine.

As with anything good in the world there is always a downside. Nothing to me replaces going to a model contest in person. Nothing replaces going to these events with good friends. Yes, the Internet has taken some of the anticipation away from regional and national contests, but it hasn't replaced the fun of meeting old acquaintances. Those are the opportunities we take to catch up on the lives of others one on one. Here also is a chance to meet the people who produce those products we buy.

So even though I live in a city without hobby shops or clubs I'm able to reach out and touch a fellow modeler at any time. Still, given all these advantages, I would hate to see the model clubs disappear, because that would probably be the end of the contests, as we know them. I enjoy going to club websites, and seeing what's happening in their part of the world. It might be interesting though, to see if we can evolve to the kind of events they have overseas, wherein the contest is just a small part of the exhibit. But until that happens, I will continue to look for the UPS guy, the FedEx guy and the mail person to leave those little care packages at

my door. It's little bit like Christmas all year long. I guess I'm really just a new age modeler now.

(Balloon Continued from page 5)  
tries.

Jon Guttman goes to great lengths at covering the major combatants and their efforts to "roasting sausages"

Osprey has a formula and the author capitalizes on it by providing 96 pages of information and a little over 100 photographs. The profiles as always are well done. The reader may see some duplication of profiles from other "aces subjects", but overall a very good effort.

Jon Guttman saves the best for last by writing about the balloon ace of aces – Willy Coppens, the Belgian ace credited with 37 balloons destroyed. Certainly a charmed life if ever there was one!

Lastly, the detailed appendices lists not only the names of aces, how many total balloons destroyed, but how many balloons destroyed in one day. Although this may be considered a one off subject by some, it's highly recommended reading for any WW I enthusiast.

(President Continued from page 3)  
with the same dedication that others have shown in the past. Other events in the upcoming months include a Military History exposition and Camp Ripley Community Appreciation Day to be held Sept. 17-18 at the camp near Little Falls. There will be history re-enactment groups from around the Midwest, plus antique military vehicles, displays, and presentations on military history going back to the Roman Legions. Picnic lunches will be available on the museum grounds in the shade of a 64-foot cargo parachute. In October we will have a guest speaker at our meeting. Axel Kornfuehrer has arranged for a former 8th AF navigator to come in and relate his experiences. Also, don't forget Merrill Anderson's Fokker Challenge in December. Any 1914-1918 era Fokker aircraft, any scale, is eligible. If you happen to be one of the few people who actually read this col-

umn and have occasion to speak to other TCAH members prior to September, be sure to mention that there will be no formal meeting in September because NordiCon falls on our meeting weekend. We will hold a brief business meeting after take-down of NordiCon is complete.

(C-47 review Continued from page 4)  
reader can see the evolution of airborne tactics from North Africa to Sicily to D-Day.

My personal opinion about this book is very favorable. I had high expectations and was not disappointed. The softbound copy is printed on good stock showing little wear for all of the thumbing I have done through the pages.

(Writers Continued from page 6)  
The book would be principally a picture book and not heavy on in-depth text. The publishing and your time would be paid for by the Doyle family. You would not be involved in the publishing, or the marketing of the final book, just the writing. Terry Love began this project, but, as you know, is moving to St. Louis, and cannot finish the book. Contact me for further details.

(Russian Continued from page 6)  
pended in the air without moving forward - or falling into a spin. But that is exactly what the new MiG did. The Russians call this maneuver the "Chakra", from the Hindi for wheel.

This maneuver is probably of not much use in a dogfight, as a stationary target is a dead target. But it is very stunning at an airshow, when accompanied by smoke. And it also suggests extraordinary maneuverability which might produce other, more useful maneuvers.)

Harriers are known for using their vectoring as a maneuver enhancement. Perhaps if the MiG's vectors were directed to the side, this might slip the aircraft suddenly out of the path of an attack. Or it might augment turning capability in a dogfight. But for now, it makes for a spectacular entertainment.



*(Nationals Continued from page 1)*

Sallman became my hero when he volunteered to drive home any purchases I couldn't carry on, thus freeing me from my airline carry-on shackles and opening new vistas for my Visa.

I wanted to find little bits of this and that to add detail to my old models. Fortunately I found what I was looking for and more. Jef Verswyvel, owner of Black Box, a resin detail kit company, was selling a bag of ten resin ejection seats for 10 bucks-- perfect.

Another company was selling markdown photo etch sets of just seatbelts. Superscale was selling decal sheets with common letters and numbers-- perfect to spruce up a plain jane plane.

All these items may have been found with some searching, but it was much easier to walk around and ask questions. I also plied through the stuff from The Tool Guy and picked up the perfect thing to pick up small things.

There were lots of models and lots of people who know a lot about models. A friend of my dad's was looking for a rare vacuform kit of a Canadian gull winged biplane, a Gregor FDB-1. I stopped at the Joe's Model table and talked to Joe Francesco.

"I'm looking for a a vacuform kit of a rare Canadian gull..."

"You mean a Gregor FDB-1?"

"Ah, yeah,"

"I didn't bring that kit with me, but I've got it at home. Give me a call after the convention I'll sell it to you for ten bucks..."

Search over.

You can find everything from the latest, never-seen-the-light-of-day releases to models dating from the infancy of the industry.

When I as a boy I never finished the AMT American LaFrance Fire engine kit. Over the years the kit was given away, sold or thrown out. I found the kit at the convention. It was started, but can be easily be repaired and finished. Now that I have two boys they've told me we have put everything else on hold and start that model right away.

Prices varied as much as the ven-

dors. One guy had too many Fujimi 1/72 kits. Four kits for \$10 was his deal. He also sold me a 1/48 Tamiya F-84 still in the shrink wrap for \$10. Another vendor was selling off an estate and was happy to part with a Monogram T-37 Dragonfly with resin detail and photo etch sets all for \$5.

Other vendors were clearly looking for other collectors--someone willing to pay for that old Aurora kit.

I filled up a big box with great deals...none of which I needed.

As for products, Alcad was being sold for \$5 a bottle and I was able to get advice from the owner of the company. It seemed anyone who had a new gadget or product had a display.

In between shopping trips I would check back into the contest room to see what new masterpieces were added.

By the time registration closed 3000+ models were on display. The workmanship was great. I found I had as much fun looking at models I didn't like as finding ones I wish I had built. It's all about having fun and everyone has their way of doing things that work for them.

Johannes Allert found a website that features photos of just about everything on display at [www.testoritos.com/ipms2005/](http://www.testoritos.com/ipms2005/).

The airplane everyone was talking about was a beautiful 1/48 C-130 by John Vojtech. John spent 4700 hours on the project and it won Best Aircraft Award. The interior and engines were intricately detailed. John will be posting an article on the ARC website in the future explaining the construction of his beautiful aircraft.

It was great to see other types of modeling. An impressive Mercury space capsule was scratch built and it towered about five feet tall.

The seminars overall were very interesting and well done. Frequently two seminars looked interesting, but their schedules overlapped, I had to pick my favorite. I took copious notes and will write up reports for the newsletter in the future. A copy of the seminar schedule can be found on the IPMS Atlanta convention website.

Doug Cochran of Scale Model World video taped many of the seminars and will be selling an edited DVD. He can be reached via email at [doug@scalemodelworld.com](mailto:doug@scalemodelworld.com) or by telephone at 972-423-1060.

Kansas City in 2006 here we come.

## **IPMS Nationals Statistics**

Courtesy Jack Bruno

Entries - 3222 and Registrants - 1421. Well Done Atlanta!!!! This beat the old record by almost 1000 kits. Regional Coordinator Of the Year went to Don Kehrer from Region 10!!! ..... COY is IPMS/Alamo Squadron from Region 6.....Newsletter of the Year went to IPMS/Military Modelers of Louisville.....and Webmaster of the Year went to Mike Tsoumpas from IPMS/Ace's Wild, Spokane, Washington. Congrats to all and if you want to view the pictures of the models, please hit the IPMS/USA Website. They are going up now.

IPMS/Orange County will be the Host Chapter for the 2007 Convention out in California!! In addition to all that good news we garnered 50+ new memberships and 90+ renewals. As yet, I have no idea who won the "Best of's".....so if you do, pass it along! Congrats to all of the Winners and Participants. That seems like an astonishing number of models. WELL above previous records, IIRC.

*(ID Models Continued from page 5)*

long time, the constant scale of 1/72nd was forgotten. More often models were built of a size to fit the kit box. In the 1970s, scales again reverted to the now standard 1/72nd, 1/48th and 1/144th scales. Today, one or two of the old ID models can be seen in local collections, but they are rare. I had a total of less than 20 in my collection. The Smithsonian, as you might expect, has a complete collection of every model produced.

## 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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Twin City Aero Historian  
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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.