

CMH NEWSLETTER

The OFFICIAL PUBLICATION of the COLORADO MILITARY HISTORIANS

VOLUME I, NUMBER 5

FEBRUARY, 1967

HOW WELL DO YOU KNOW YOUR HOBBY? by Feb Black

Here are 10 questions seconded from the Irish Model Soldier group. Their experience shows the following ratings: 7 or more - excellent; 5- good; 3 or less - better bone up! (Answers on page 11)

1. Which European Army, during the Napoleonic Wars, had an operative bow & arrow unit?
2. Sir Winston Churchill once said that, up to and including the Battle of Waterloo, the musket was a less effective weapon than the long bow. Why, then, was the musket used?
3. During which of Napoleon's unsuccessful campaigns were his troops embarrassed to find the enemy singing the Marseillaise?
4. Which famous French cavalry unit was sent to relieve the Light Brigade after its charge at Balaclava?
5. Where in WW II could you find Jewish soldiers wearing swastikas on their uniforms in the normal course of their duties?
6. In what campaign did the British Army use reindeer, yaks and buffalo?
7. How would anyone immediately tell the difference between a Britains Ltd. and a Mignot figure?
8. Which famous Civil War general said " Here come those damn fools waving their swords again. Shoot them".
9. What is the main difference between an Irish Piper in the Queen's Army, and his counterpart in the Republic's Army?
10. What was the original name of Jowrij Jung, Rajah of Scindia, Conqueror of Jaipur, Udaipur, and Bikaur, Scourge of the Sikhs, and master of the Sutlej?

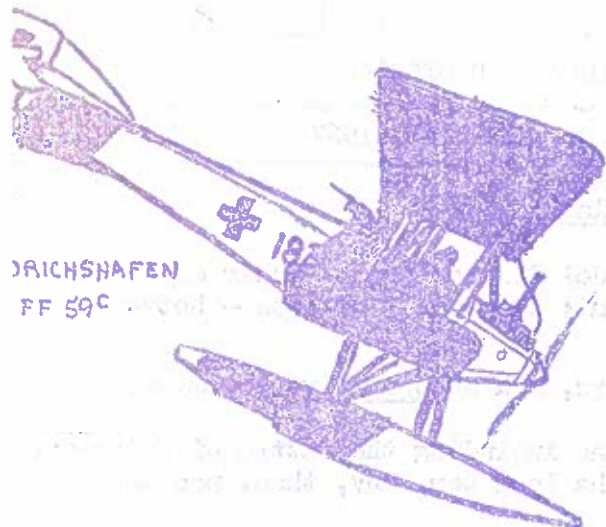
EXCERPT FROM " BOLDLY THEY RODE" by: Orando J Hollister

Written by a Union soldier of the 1st Colorado Volunteers after the Battle
of Glorieta Pass

April 21st 1862

Poor fellows! The climate and Uncle Sam's boys have sadly wasted them. They are now flying through the mountains with a little more than 1/3 of the number with which they first assaulted us at Ft. Craig. Many, very many "softly lie and sweetly sleep low in the ground". Let their faults be buried with them. They are our brothers, erring it may be, still nature will exact a passing tear for the brave dead and doubt not there are who will love and honor their memory if we cannot. Any cause that men sustain to death becomes sacred, at least to them. Surely, we can afford to pay tribute to the courage and nobleness that prefers death to even fancied enthrallment".

GERMAN NAVAL POWER 1913-1918



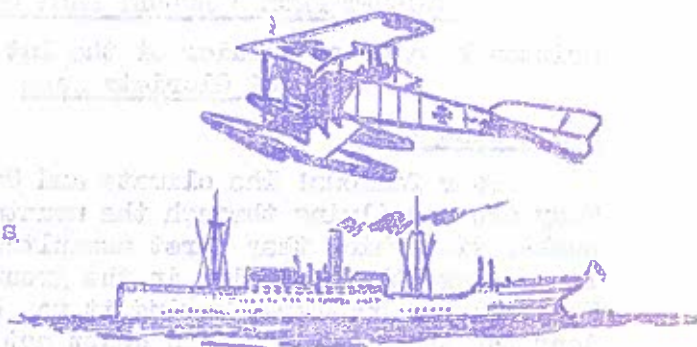
In 1913 the German Navy was formed into two separate organizations - Marine Luftschiffabteilung which covered the whole Airship service, and Marine Fliegerabteilung which covered all naval aircraft establishments. During the period from 1911 to the outbreak of hostilities the aircraft operated by the German Navy (excluding the Airship branch) were predominantly foreign types or copies. Several Avro, Curtiss and Sopwith types were acquired during this period. At the outbreak of war the service was composed of a total of 200 personnel and four seaplane bases, only two of which operated at full strength. Both the aircraft and airship commands operated under the orders of the Admiralty in Berlin. The first seaplane unit to see operational service was formed in December of 1914 with

four officers, fifty-five subordinates, and two Friedrichshafen seaplanes. On the sixth of December they commenced operations from the bleak Mole at Zeebrugge, where railway sheds served as both hangers and quarters. From this modest beginning, the service grew to 32 seaplane stations and bases in Flanders, the Baltic Sea, the Balkans and Turkey. In addition, there were four aircraft-carrying ships and 26 land based units under naval control. The aircraft themselves came in a great variety of sizes and shapes. The naval administration classified aircraft according to their purpose, armament and equipment:-

- B - Bomber Floatplane
- BFT - Bomber Floatplane with receiver
- HFT - Unarmed Floatplane with transmitter and receiver
- C - Two seat seaplane with one machine gun
- C2MG - Two seat seaplane with one fixed and one free machine gun
- C3MG - Two seat seaplane with two fixed and one free machine gun
- E - Single seat flying boat
- ED - Single seat floatplane
- FL - Control plane for guided torpedo boats (ten built)
- G - Twin engine seaplane
- R - Multi engine seaplane
- T - Torpedo carrying aircraft

Like their landbased counterparts, the German Naval service depended heavily on the two seater types. These aircraft performed a wide variety of roles but were used mainly for reconnaissance. Most machines were equipped with machine guns and/or a number of small bombs hung from racks beneath the wings. The greatest number of these machines were built by Friedrichshafen.

This company built a long line of variants of this basic design which served throughout the entire war. One of these, probably the most famous seaplane of the war, was the 'Wolfchen'. This machine, an FF33E type, was carried aboard the merchant raider 'Wolf'. The cruise of the raider 'Wolf' lasted from November 1916 to February 1918, during which she roamed as far



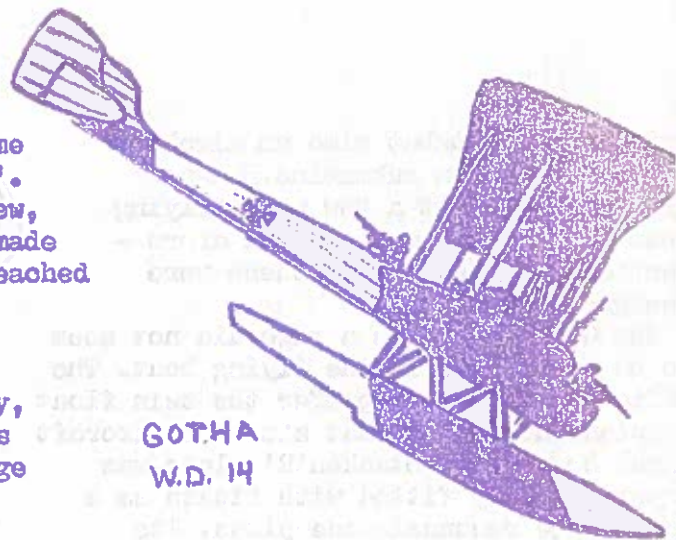
WOLF AND WOLFCHEN

as the Indian and Pacific Oceans. In all, some 56 flights were carried out by the 'Wolfchen'. This was a remarkable achievement for her crew, since all maintenance and repairs had to be made with whatever was at hand. When the 'Wolf' reached the Indian Ocean, it was found, when the components of the aircraft were gathered for assembly, that all the fabric on wings and control surfaces had rotted away. Fortunately, a solution presented itself. One of the ships which the 'Wolf' captured had on board a large quantity of silk. It was found by trial that the silk covering was more durable than the original fabric. The seaplane was a very frail craft for the conditions of the open sea. Almost every landing resulted in minor damage or weakening. Since the 'Wolf' carried only the bare necessities, as far as spare and extra parts were concerned, often, to repair broken or damaged components, a part would have to be made from scratch! The 'Wolfchen' was used to scout possible targets for the 'Wolf' as well as to give advance warning if Allied warships were in the vicinity. Also, on several occasions, the 'Wolfchen' was able to stop a victim with a bombing attack until the 'Wolf' could reach it. 'Wolfchen' was the first aircraft ever to be taken to sea by a merchant raider.

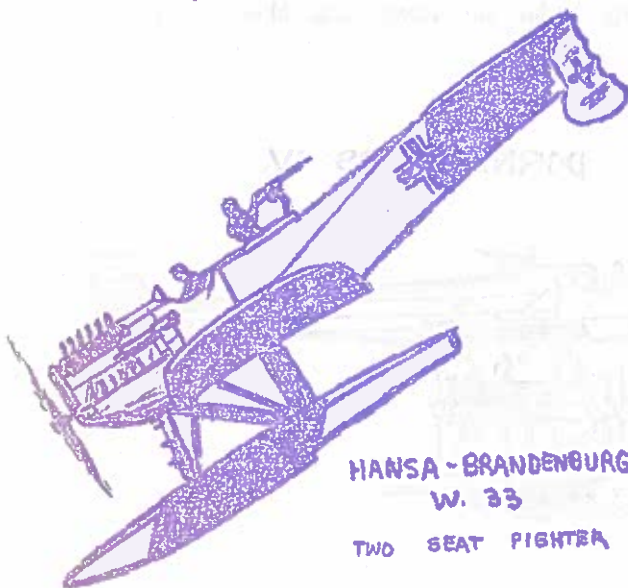
In addition to Friedrichshafen types, seaplanes were built in quantity by several other manufacturers such as Gotha, Sablatnik and Hansa-Brandenburg. The Gotha designs were generally similar to their twin engine land based bombers with the only basic difference being the mounting of floats. These types were moderately successful and several were built as torpedo bombers. Gotha also built some small two seaters similar to the Friedrichshafen series.

The Sablatnik company built three major designs, two of which were designed to meet the same basic need as the Friedrichshafen two-seaters. The third was a single seat fighter type with one fixed forward firing machine gun. One gets the impression from studying the design that pilot visibility must have been very poor. However, all three designs achieved limited production.

Hansa-Brandenburg was pre-eminent in Germany in the field of floatplane fighter design. Working as designer for the firm was a young engineer named Ernst Heinkel; whose name and products became very famous during the 1930's and in World War II. Under his designs, Hansa-Brandenburg produced a remarkable line of floatplane fighters; the first of which was the two seat W 12. Heinkel perfected the design in early 1916 and the Navy immediately ordered the aircraft to be built, without evaluating a prototype. Their confidence was justified as the aircraft had a performance almost equal to land based machines. It was this aircraft that made the name of the Naval air station at Zeebrugge a respected one with the Allies. One of the greatest exponents of seaplane fighters was Zeebrugge commander Oberleutnant Friedrich Christensen, who listed among his 21 victories not only aircraft, balloons,



GOtha
W.D. 14



HANSA-BRANDENBURG
W. 33
TWO SEAT FIGHTER

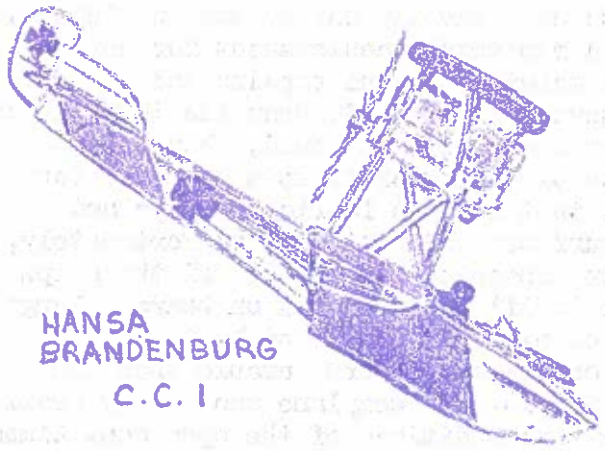
and flying boats but also an airship (British) and a submarine. Hansa-Brandenburg built a few small flying boat fighters as well as the aforementioned types. All of these were designed by Heinkel.

The German Navy as a rule did not seem to be interested in the flying boat. The officials seemed to prefer the twin float seaplane no matter what size the aircraft might be. Even a Staaken 'R' plane was experimentally fitted with floats as a long range reconnaissance plane. Its handling characteristics were appalling! With this official attitude (also shared by the air-crews), the rarity of flying boats in Germany is understandable. One

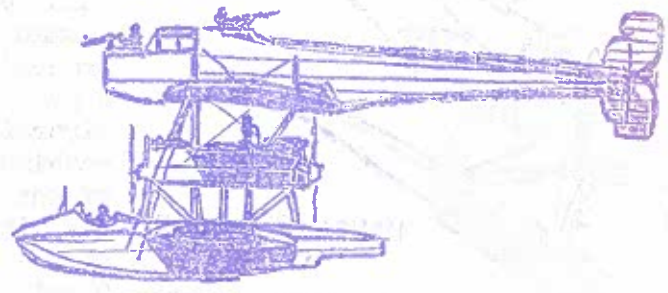
of the few exceptions was a series of experimental designs built by the Zeppelin-Taakon firm under the name of its designer 'Dornier', Claude Dornier built four basic flying boat designs during World War I, but only the last one progressed beyond single prototype. These were very large machines of unusual design even for WWI possibly their appearance was a factor in limiting their production, for their performance was excellent. The third prototype in particular was said to be remarkably easy to fly for an aircraft of its size. Although these designs did not achieve production, the experience gained undoubtedly was a great contribution toward Dornier's series of long distance record-breaking 'Wal' seaplane series built during the thirties.

The airship service was, as stated earlier, a completely separate branch of the German Naval Arm. This service embraced all types of lighter-than-air craft. The Germans did not go in for the small blimps like the Allies. The Navy had a few on hand at the beginning of the war, but for the most part the craft were not used operationally. Instead, they served as trainers. Germany had great faith in the huge Zeppelins, named after their creator, and were even slow to abandon them. This faith was based on the one quality in which the Zeppelins had an unquestionable superiority -- endurance! Zeppelins were used for reconnaissance by both the Army and the Navy, but after a series of disasters on the Western front, the Army scrapped their existing airships and placed no further orders. Thus, after early 1915, the Navy exclusively operated the Zeppelins and continued to do so throughout the war even after their apparent faults.

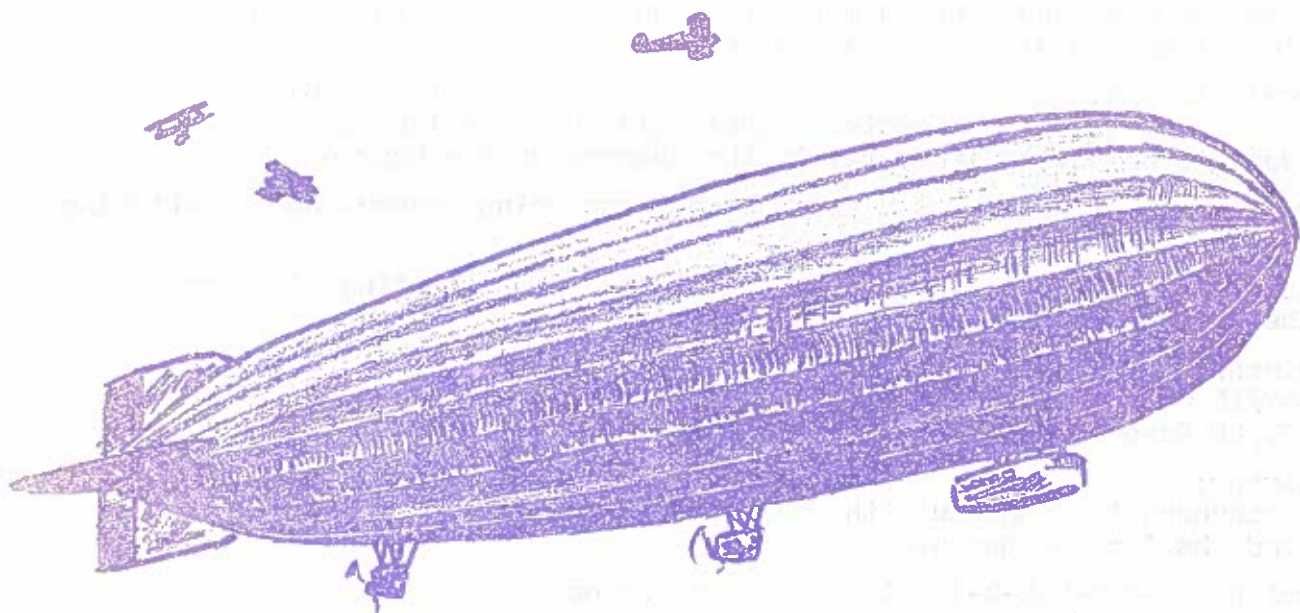
The bombing of London for psychological effect was the idea of Admiral Tirpitz. The Kaiser would not permit it at first and it was only with much persistence on the part of Tirpitz that the Kaiser finally agreed in January 1915. The Allies had in the beginning, an almost unreasonable fear of the Zeppelins. This was soon set in proper proportion, for the Zeppelin's limitations were many in a military context.



HANSA
BRANDENBURG
C.C. 1



DORNIER RS IV.



LZ 48
ZEPPELIN

They were dangerously inflammable, slow, cumbersome, at the mercy of the weather, fragile for their bulk and expensive and time-consuming to produce. Had the war continued, the Zeppelins would have been replaced by the Dornier RS III giant seaplane, described earlier, for reconnaissance and the land based 'R' type bombers for strategic bombing. In all, Germany took delivery of sixty one Zeppelins during the course of the war.

THE SINKING OF THE YAMATO by Mike Kuhls (A WARGAME REPORT)

In the fall of 1942 a small convoy of troops and supplies attempted to reinforce some small island in the Pacific by the Wake. This reinforcement was too late to save it, but the events of the battle are still very interesting. On its first try the convoy ran into a small group of German Raiders and was turned back. The second time they had the BB WASHINGTON as added escort. The Japanese force - mainly the BB KONGO turned and fled. The American fleet continued on now supported by the BB COLORADO also. When they found the Japanese fleet it too had been reinforced. Now the battle really begins. The BB YAMATO bravely advanced to fight both American battleships. The YAMATO'S first salvo was way over as the American had snuck his ships into range without being hit. At first only the WASHINGTON was in range but the COLORADO was closing fast. On the third salvo the COLORADO hit with a full salvo from all 8 of its 16" guns. The WASHINGTON hit 5 times and slowed the YAMATO so that it couldn't run. Twice more the COLORADO hit with full salvos. By now the YAMATO had sustained more than 200,000 points of damage, while the WASHINGTON had only lost about 100,000 points. The YAMATO lasted a few more turns but it was finally put down. After seeing the YAMATO sink the Jap. tried a desperate torpedo attack, but it failed by a wide mark. He then quickly quit the field in order to save his remaining ships. At the end, the COLORADO remained untouched but the WASHINGTON had taken a total of about 200,000 points of damage but was still afloat

Commanders: Japanese Tomashhiro Hermamoto
Ex- seaman 1st class
American Michael P Kuhls -- Admiral

HEADQUARTERS: The Fort, Morrison, Colorado

3 January 1967

-Minutes of the previous meeting were read and approved by the Executive Council since a quorum did not exist at the meeting.

-Treasurer's Report: balance: \$33.56
Newsletter accts. payable \$10.00 balance: \$ 4.46

The President to be Acting Treasurer in the absence of Tom Herman.

-Vice/President's Report: Letter from Scruby concerning Convention and offering free advertisement in ITT.

-Historian's Report: copyright laws prevent the direct quoting of material without the written consent of the publishers.

-New Business:

1-3-67/19 Amendment of Article III, section 8 Membership

1-3-67/20 Resolution for Sam Arnold

-Old Business:

Moved and seconded to dispense with Old Business due to the importance of the business and the lack of quorum.

?-a general bra-a-c-c-k-k-k-!!! to those members not here.

-General's Corner:

Ed Meyers: ancient warfare. Challenge for Napoleonic naval warfare.

Bob Jones: admits to a defeat in an ancient warfare with Ed and Mike due to the loss of his elephant. Challenge to variety of wargames.

Dick Moore: commendation to Tom Herman for his help.

Tom Herman: expressed regret to leaving for the Army. But looking forward to joining. Plans to leave in two days for physical examinations.

Mike Kuhnle: working on Napoleonic rules--Gould, Grant, emphasizing multiples of cavalry rules, firing angles. Strategy-Tactical game holds most appeal.

Ray Freelove: Wives in general enjoyed the December meeting

Steve Cohn: visitor

Bill Greer: visitor--impromptu demonstration on moulding and casting and sculpting 54 mm miniatures.

YOU HAD TO BE THERE TO GET THE IMPACT OF IT !!

Extra space for doodling and hexing those who shot down our January Meeting.

ROSTER February 1967

THE COLORADO MILITARY HISTORIANS

Ray Freelove April 6
3556 Alcott St.
Denver, 80211
433-5330

Dennis Nimm Nov. 19
6905 W. 44th Ave.
Wheat Ridge,
422-2070

Tom Herman June 10
3757 So. Hooker St.
Denver,
789-2670

J.C. MacLachlan Jan. 13
2141 So. Wolcott Ct.
Denver, 80219
936-0931

Dan Jones Jan. 19
204 Leona Dr.
Thornton,
623-4271

H.J. Colman July 27
2753 E. Weaver
Littleton,
798-2953

Bob Jones Feb. 8
75 Emerson, Apt. 3
Denver, 80218
733-8891

Wm. E. Greer Sept. 9
5565 B--Aachen Dr.
Ft. Carson, Colorado Springs
Ext. 3800

Mike Kuhls
3455 So. Patton Way
Denver, 80236
936-4577

Bob Black Dec. 13
Washington, D.C.

Ed Meyers June 4
7670 Tejon St.
Denver, 80221
429-5628

Austin Moore May 12
2952 W. Layton Ave.
Englewood, 80110
794-6096

Dick Moore Aug. 31
3720 So. Delaware
Englewood, 80110
761-1778

Tom Richards Sept. 11
957 Grandview
Boulder, 80301
443-7978

Duncan Ackley Dec. 5
1187 Elm
Denver,
322-2268

JAPANESE HEAVY CRUISERS OF WORLD WAR II

by: Thomas Horan

	<u>COMPLETED</u>	<u>TONNAGE</u>	<u>SPEED KNOTS</u>	<u>Belt</u>	<u>ARMOUR Turret</u>	<u>Deck</u>	<u>TP</u>	<u>ATR CRUISE</u>	<u>ARMAMENT</u>
<u>KAZO CLASS</u>									
Kako	1926	7,250	33	2"	2"	1½"	12	2	6-8" 4to8-4.7" AA
Furutaka	1926	7,250	33	2"	2"	1½"	12	2	6-8" 4to8-4.7" AA
Kimigosa	1927	7,250	33	2"	2"	1½"	12	2	6-8" 4to8-4.7" AA
Aoba	1927	7,250	33	2"	2"	1½"	12	2	6-8" 4to8-4.7" AA
<u>MYOKI CLASS</u>									
Myaki	1928	11,000	33	3"	3"	3"	16	4	10-8" 6-4.7"
Myoko	1929	11,000	33	3"	3"	3"	16	4	10-8" 6-4.7"
Haguro	1929	11,000	33	3"	3"	3"	16	4	10-8" 6-4.7"
Asigara	1929	11,000	33	3"	3"	3"	16	4	10-8" 6-4.7"
<u>ATAGO CLASS</u>									
Atago	1932	11,000	33	4"	3"	3"	16	4	10-8" 8-4.7"
Takao	1932	11,000	33	4"	3"	3"	16	4	10-8" 8-4.7"
Chokai	1932	11,000	33	4"	3"	3"	16	4	10-8" 8-4.7"
Maya	1932	11,000	33	4"	3"	3"	16	4	10-8" 8-4.7"
<u>MOGAMI CLASS</u>									
Mogami	1935	9,000	33	2"	2"	2"	12	4	10-8" 8-5"
Mikuma	1935	9,000	33	2"	2"	2"	12	4	10-8" 8-5"
Kumano	1937	9,000	33	2"	2"	2"	12	4	10-8" 8-5"
Suzuya	1937	9,000	33	2"	2"	2"	12	4	10-8" 8-5"
<u>CHIKUMA CLASS</u>									
Chikuma	1939	9,000	33	2"	2"	2"	12	8	8-8" 8-5"
Tone	1939	9,000	33	2"	2"	2"	12	8	8-8" 8-5"

NOTE Sixteen of the eighteen Japanese heavy cruisers listed above were sunk during the course of World War II. The remaining two MYOKO and TAKAO were badly damaged in late 1944 and spent the rest of the war in Singapore without being repaired.

BOOKS

Members submitting Book Reviews have the option of including Ratings expressing their personal opinion on the quality of the book and it's suitability for other members. The Rating System is as follows:

- * * * * * Outstanding - a must for everyone
- * * * * Excellent - should be good reading for all
- * * * Good - depends on your interest
- * * Fair - marginal even if interested
- * Poor - forget it!

Book Review by Bill Greer

BARON VON STEUNEB AND HIS REGULATIONS by: Joseph R. Riling

Ray Riling Arms Books Co., 6844 Gorsten St., Phila. Pa 19119 Price \$12.50

This little volume (207 pages) is most interesting and informative. While it does not delve to any great depth into the life of the Army's First Inspector General, it does present the essential data pertaining to his early association with the U.S. forces. The prime purpose of the text is to introduce the General's "Regulations for the Order and Discipline of the Troops of the United States". The trials and tribulations of the Baron in drawing up, publishing, and teaching the Regulations is clear and concise.

The major portion of this handsomely bound book is devoted to a complete facsimile of the original Regulations, plus a number of illustrations of "uniform drill" from later editions.

The book is sponsored by the Company of Military Historians, with a forward by Frederick P. Todd, Col. USAR (Ret), Director of the New Windsor Cantonment.

In my humble opinion, this is the best work of it's sort to be produced. For the student of military organization, formation, drill and maneuver, it is an absolute 'must'.

Book Review by Bill Greer

TRENTON - GREAT BATTLES OF HISTORY by: Mark Duggan

Price \$2.25

The World Publishing Co., Cleveland & New York

This slender book (47 pages) is intended for juveniles and collectors. It is a profusely illustrated account of the events immediately preceding and taking place during the Battle of Trenton considered by many as the turning point in our Revolution. From the collector's standpoint, prime interest lies in the use of Military Miniatures, both 'round' and 'flat' for the majority of illustrations.

The book is hard-bound, with a full-color illustration of the American side of "Surprise at Trenton", portraying the first attack on Lt. Andreas Wiederhold's outpost at the cooperage. This group, other sections of which are shown later in the book, is on display in the Old Barracks at Trenton. The book contains several other full color illustrations, as well as many in black and white. Figures utilized are from various collections, and were made and/or painted by Schied, Imrie, Stadden, Greer, "Kilia" and others. Quality of the photography is good, and employment of photographs to illustrate text is not at all bad, although there are a couple of erroneous captions.

On the whole, this is well done, and rather unique in it's concept. While not an outstanding item for historical reference at the adult level, this book does have a firm right to a place in the collector's library. The illustrations alone, for the most part, are worth more than the cost of the book.

Book Review by Fayetta Jones * * * *

THE ONE THAT GOT AWAY by: Kendal Burt and James Leasor

For those of you who like a good true adventure story, here is an excellent one. From his capture on September 5, 1940 until his final escape and return to Germany in April of 1941, Franz Von Werra leads British and Canadian Authorities on a merry chase and the reader enjoys every incident.

Shot down over Britain by a Spitfire, Franz Von Werra was taken prisoner by the unarmed cook of a searchlight battery. His plane and personal effects were intact except for a few papers which he managed to burn on the ground. Always, a man who liked to embellish tales of his adventures, Von Werra later told many versions of his arrest by "a large group of Home Guard members armed with old-fashioned shotguns". He claimed that his Messerschmidt caught fire in the crash and he was miraculously thrown clear before it was destroyed.

Von Werra was taken to a temporary prison at Kensington Palace Gardens, where he entered the office of the interrogator expecting some sort of 'third degree'. He steered himself to give only the name, rank, and serial number formula no matter what. Instead, during the long interview, he was surprised to find that he was asked not one single question which pertained to military matters. The interviewer seemed to be interested only in German politics, primarily Von Werra's personal politics. It was not until much later that Von Werra realized the interrogator was using this method to assess his morale, intelligence, and character and to discover his weaknesses and the limits of his education and intellect. This was done to decide what technique would prove most successful in future interviews.

Throughout this entire preliminary interrogation period, Von Werra waited impatiently for his transfer to a permanent prisoner of war camp, believing that there he would have a chance for escape. However, his alert mind absorbed many details about British interrogation methods. This information proved invaluable to his superiors when he returned to Germany.

In late September 1940, Von Werra was transferred to Officers P.O.W. Camp No 1. Within ten days, he had devised a plan for a solo escape. He submitted his plan to the escape committee for approval. It was decided that his plan was feasible, and arrangements were made for him to receive all possible aid from the other prisoners. On October 7, 1940 the plan was carried out successfully. A full scale search was instituted and three days later he was recaptured by two Home Guard members. However, he managed to escape from them in the darkness. He was again captured two days later and returned to the camp.

After nineteen days in solitary confinement as punishment, Von Werra was transferred to another camp. Here, with the aid of fellow prisoners, but without the aid of 'official' approval from the escape committee, he dug a tunnel through to the outside. Through this tunnel Von Werra and four others escaped. This time Von Werra posed as a Dutch Airman. He reached a railway station where he convinced the police and station master of his identity and got them to call a car from a nearby airfield. At the airfield he left in the midst of an interview with the duty officer. He walked across the field, and very nearly succeeded in stealing a Hurricane. At the last minute he was captured.

After this, he was sent to Canada with other prisoners. From here he escaped for the final time and made his way to the United States. Here he became a thorn in the side of the German Consulate because of his arrogance and loquacity. For several weeks he enjoyed the life of a celebrity. Then he realized that the Americans were considering returning him to Canada. He left the country and went to Mexico City. There he received a German diplomatic passport in the name of Dr. Bernd Natus. He went on to Lima, Peru from there, then to Bolivia and to Rio de Janeiro. From there he flew to Rome and thence to Berlin. He wrote a book about his adventures, giving himself more credit than was actually deserved. On October 25, 1941 Franz Von Werra's brand new Me 109 developed engine trouble and plunged into the sea.

Since the book is fairly old (copyright 1956) it may be difficult to obtain a copy. However, it is recommended that if a copy does present itself, it should be picked up! The reader may not like Franz Von Werra, but no one can fail to be impressed with his daring exploit.

ANSWERS TO QUIZ ON PAGE I

1. The Russian Army
2. It took more training to produce a good bowman
3. His attempt to regain the former colony of San Domingo (Haiti)
4. The Chasseurs D'Afrique
5. The Finnish Army
6. In Russia against the Bolsheviks
7. Britain's - hollow cast, Mignot- solid cast
8. Nathan B. Forrest
9. The piper in the Queen's Army plays the Irish pipes (2 drones) while the piper in the Irish Army plays the Scottish pipes (3 drones)
10. George Thomas of Tipperary.

CMH NEWSLETTER

Editor: Richard T. Moore ph. 761-1778
 Asst. Editor: Thomas Herman
 Art Director: Dan Jones
 Production Manager: Edgar Meyers ph 429-5628
 Executive Secretary: Noya Moore

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Articles for publication must be submitted by the 15th of the month preceding publication date.

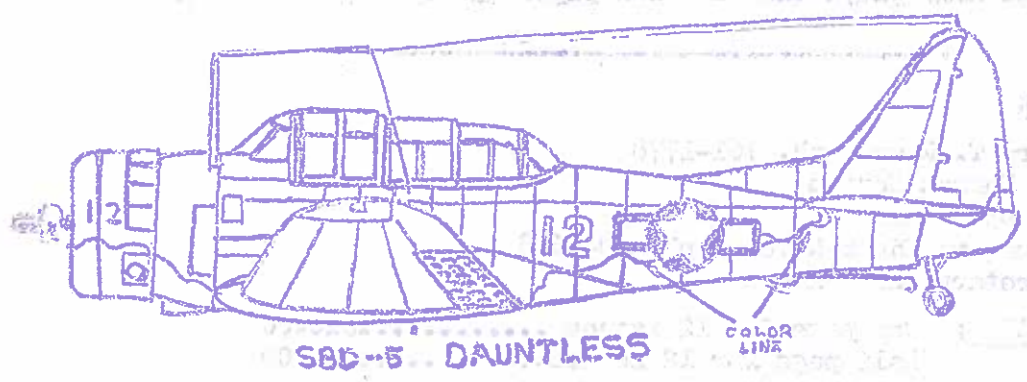
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COMPLETE LINE OF KITS BY

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AIR-LINES	HAWK	RENWAL
AURORA	AIRFIX	REVELL

— PLUS —

DECALS BY

HIS-AIR-DEC MAX ABT

AND ALWAYS A COMPLETE STOCK
OF
'PROFILES'

BONNIE BRAE

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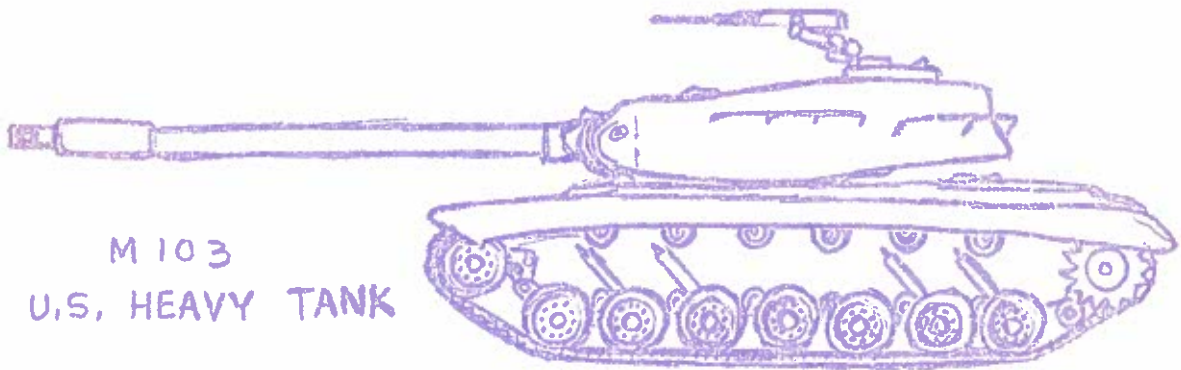
DENVER'S ONLY COMPLETE HOBBY SHOP

PLASTIC MODELS BY

MONOGRAM
REVELL
AURORA
IMPACT

U.P.C.
HAWK
AIRFIX
L.S.

LINDBERG
RENWAL
AIR-LINES
HELLER



M103
U.S. HEAVY TANK

MILITARY VEHICLES
BY

AHM - ROSKOPF
PAINTS

HUMBROL EMRIE FLOQUIL
DECALS

HIS-AIR-DEC - MAX ABT

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IS WORTH

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Feb.  1967

MEMO LETTER

THE FORT

-AT-

MORRISON, COLO.



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ONE OF OUR MANY SPECIALITIES



THE FORT IS THE OFFICIAL HEADQUARTERS
OF THE COLORADO MILITARY HISTORIANS
MEETINGS
FIRST TUESDAY OF EACH MONTH -- 6:30 P.M.