

# The Aero Historian



Volume 56 Number 8

Website: <http://www.aerohistorians.org>

Aug 2023



**Heller 1/72<sup>nd</sup> Scale DC-6B**  
by Mark Krumrey

## Heller 1/72<sup>nd</sup> Scale DC-6B

by Mark Krumrey

Over the years the Heller 1/72<sup>nd</sup> Scale DC-6B has been released in three variants, the DC-6B with SAS and UTI markings, molded in silver and white plastic with clear for windows and cockpit area, the Fire Bomber Securite' Civil, which is molded in yellow plastic and has a different window arrangement than the SAS/UTI release, (Some airlines used this window arrangement) and, for the military buffs, the C-118 with



USAF markings, molded in silver and white. All three were originally released in 1984, hard

to believe it's been nearly 40 years. They aren't bad kits but  
*(Continued on page 3)*

**TCAH Officers**

- President*, Mark Copeland
- Vice-President*, Steve Hustad
- Secretary*, Bob Maderich
- Treasurer*, Dennis Strand
- Historian*, Merrill Anderson

**Newsletter Info**

*Article Submission Deadline: 22nd of each month*

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Dennis Strand

**TCAH This Month**

The monthly meeting will be held Saturday August 12, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.

**President's Address**  
*by Mark Copeland*

Summer seems to be fleeting by as we move towards our annual modeling showcase event in late September. **Nordic-Con 2023** will be held on September 30<sup>th</sup> at the Veterans Memorial Community Center in Inver Grove Heights, Minnesota.

This is the premiere modeling showcase of the year for the Twin Cities and the Upper Midwest. Not only is it a spectacular show, but it is a chance for the local modeling community to work together to put on a first class event. Several of our local clubs, including the **Twin City Aero Historians**, all work in unison to make Nordic-Con an annual reality. It speaks volumes for our modeling community and the local clubs as they all work collectively together, instead of creating an aura of competition or an anti-productive attitude towards one another. I have seen it happen with other communities and I'm thankful our respective clubs can work in unison.

So, get the word out gang!! This year we will feature the opportunity to display models as well as entering the contest. World-class modeler and TCAH Member, Steve Hustad, will be displaying his full collection of aircraft dioramas as whole group for the first time and also will be giving a seminar/lecture about his modeling secrets. I'm not missing it!!!!

Just as a reminder, at the September meeting we are going to update our group TCAH photograph for the website. We will remind everyone at the August meeting and post it again

in the September newsletter to remind everyone.

Again, a big thank you goes out to member, David Herbert for his generosity at the last two meetings when he offered our membership the opportunity to take away some of his unbuilt model stash. That was very kind of you, sir. On behalf of the membership of TCAH, we wish you all the best for your new adventures and for safe travels to New York.

Enjoy the summer weather while we have it!!! See you in August!!!



**Treasurer's Report**  
*by Dennis Strand*

This month there was \$105.00 expended on awards for Nordic Con. There was no income. The current bank account sum is \$5276.36. The club theme for August is 1/32 scale. I am curious to see what shows up.



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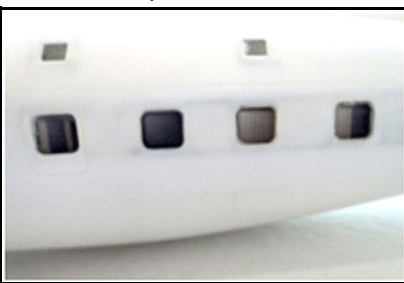
definitely reflect the mold technology of the time. The overall shape is quite good as they capture the Douglas "Face" with the windscreen/cockpit molded as a clear piece. HaHen, out of Germany makes a nice resin set of cowlings to perk up the wing/engine are. They are available from HaHen at [www.hahen.de](http://www.hahen.de). All variants of the Heller DC-6/C-118 are still available.

Northwest Airlines took delivery of their first DC-6B in 1954 during a reorganization of the company by then new President Donald W. Nyrop. The DC-6B was pressurized, had a top speed of 358 mph with a cruising speed of 315 mph at 25,000 ft. They were used on the Tokyo Manila routes. During this time the markings changed very little, except for the removal of the compass logo behind the cockpit and the letters NORTHWEST in the red band under the cockpit sometime around 1957 or so. The DC-6B fleet was withdrawn by 1964 in exchange for the Lockheed Electra.

My dad was a mechanic with Northwest Airlines for 42 years and as such I pretty much grew up during these different era's and remember fondly hikes out to the old terminal on 62nd street and 35<sup>th</sup> avenue, sneaking up to the observation deck with my brother and friends to watch the airplanes land and take off. Nothing can beat the sound of a radial engine firing up, the roar of all four engines in sync, the sound of the props slicing through the air and the smell of that high octane exhaust as it would waft over the observation deck: what excitement! As a bonus, at night as they would fly over the house you could see the

flames shooting out of the exhaust.

I wanted to do a nice tribute model to my dad, who passed away in 2005, and chose the Heller DC-6B. My model represents a DC-6B in an as delivered scheme. As no markings exist for the Northwest (NWA) DC-6B scheme, I had to improvise with what is and was available. For the main scheme I used the outstanding Vintage Flyer sheet for the NWA DC-7C. Vintage Flyer provides a mask for the windows, windscreen and the cheatline, sadly instead of a right and left forward area mask, they provide two port side masks, so I had to improvise and make my own using the one as a template. I also noticed that the red is provided as a decal with the titles and registration, further frustrating the modeler! I had to now scrounge "NORTHWEST" titles and come up with the proper registration, (Which I left off). Happily, back in the mid 80's I bought several of the old Scalemaster DC-7C sheets, that were included in the now extinct J&L Vacu-form DC-7C kit. Clint Groves of ATP secured the rights, from Lloyd Jones to market and produce all the Scale



Master decals that were not included in kits under the ATP Brand. He had an abundance of the J&L DC-7C sheets that he wasn't going to market, so I bought a handful with some future projects in mind: so I had the NORTHWEST titles for the tail at hand. I Built the model

OOB spending little time on the cockpit as it can't be seen. Vintage Flyer Decals provides "3D" window decals to be applied to the inside of the clear windows which adds some depth and interest to the windows.

The only real criticism of the kit is the engine nacelles. They are the old left and right half; incorrect shape and the intake vents are crudely represented.

*(Continued on page 6)*

### Monthly Themes 2023

Aug 2023 - 1/32 Scale

September 2023 – Korea/

Viet Nam

October – Ukrainian War

November – Interwar Years

December – White Elephant –  
Christmas Event







(Continued from page 3)

Other than that, they're not too bad. As Clint Groves used to say, "Not too accurate or

the fuselage halves together. I knocked that nose gear piece off so I drilled a small hole in both the lower half that broke off and



detailed". I reshaped the opening a bit, added brass tube for exhausts and called it good. The rest of the model went together without any problems save for the nose gear. Heller would have the modeler fix the nose gear assembly when fixing

the stem, inserted a brass wire and called it good. I managed to knock it around a few more times, enough so that the wire broke, so I ended up using CA glue to hold it in place. I am hoping to not hit it again.

My question to Vintage Flyer is why make a decal of a Northwest DC-7C when there are no kits available? The conversion kit is long out of production as is the old J&L 1/72<sup>nd</sup> Vacu-form DC-7C. Wouldn't it make more sense to revamp the artwork for the Heller DC-6B kit, which does exist and is available? Alas.

For the 1/72<sup>nd</sup> airline enthusiast, there aren't a lot of nice airline models out there. The 1/72<sup>nd</sup> kits of DC-3's aren't. They are all C-47's with a civilian door plug that never really fits very well and is next to impossible to blend in. The Heller DC-6B is one of the rarities in that it is an actual airliner and there are a decent amount of markings for the model as well through Vintage Flyer, Flying Color and Draw Decals to name a few.



**On The Table—July 2023**

Modeler	Kit	Manufacturer	Scale
Chris Siemback	Death Star II	Bandai	?
	Slave I	Bandai	1/144
	Cylon Raider	Mobieus	1/72
Steve Jantscher	War of the Worlds "Georai pal"	Mobieus	?
	WOW- Martian war Machine	Mobieus	1/144
	WOW- Martian	Mobieus	1/32
Tom Crayne	F6F-3/5 Hellcat	Hasegawa	1/32
Harold Parsons	MI-8mt (helicopter)	Zvezda	1/48
Bob Maderich	Erhardt armored car	Copper State	1/35
	Ducati 900	Tamiya	1/12
	Y-Wing (Star Wars)	Fine Molds	1/72
Steve Hustad	Lost at Sea Diorama	Heller/Prieser	1/72
Erik Zabel	Lotus Submarine	Fujimi	1/24
	Star Destroyer (in prog)	Bandai	1/5000
Ed Vigilante	Seaview Sub	Polar Lights	1/350
	Lost in Space Dr. Smith and Robot	Polar Lights	1/1000
	Star Trek "USS Enterprise	Polar Lights	1/1000
Steve Erickson	A7M2 "Sam"	Fine Molds	1/48
	Hurricane MK1	Airfix	1/48
	M5A1 Stuart	Tamiya/AFV Club 1	/35
Dave Johnson	Orion from "2001 Space Odyssey"	Airfix	?

## Directions to the Club Meeting Location

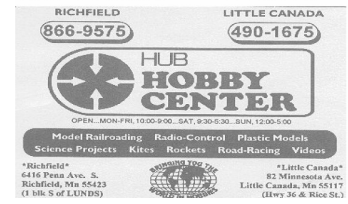
**Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,** located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.

**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.



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.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material to the editor and address changes to the treasurer.