



Pro-Modeler 1/48 F4U-5N Corsair
by Mark Rossmann

**Pro-Modeler 1/48 F4U-5N
"Corsair"**
by Mark L. Rossmann

History: F4U-5 is post WWII aircraft differing from the F4U-4 by use of a redesigned engine mount, pushing it on the frame further forward, resulting in a longer cowl

ing area. Along with moving larger air intakes to the right and left side of the cowlings, this became the most distinctive features of this aircraft. The F4U-5N differed from the -5 via a radome installed in the right wing, gun flash suppressors for the four 20 mm cannon, autopilot to reduce pilot fatigue, exhaust suppressors and an extra radio antenna. A -5NL

version was equipped with de-icing rubber on the leading wing edges, water and methanol-injected de-icing system for the propeller leading edges and the front windshield, all specifically designed to cope with the harsh Korean winters. Total production of -5N Corsairs was 214, 101 -5NL Corsairs were produced.

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Newsletter Info

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TCAH This Month

The monthly meeting will be held Saturday September 12, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

Picture your model here! Ooga-booga! Does anybody read this? Send me a picture, like Mark did!

From the Vice President

by Larry Donovan

"We shall fight them on the landing grounds, we shall fight them on the beaches, we shall fight them in our cities, we shall fight them with our tubes of green stuff and sanding papers and files and putty knives...." Ok, so I am very loosely paraphrasing Winnie the C's famous speech in Parliament, and maybe embellished it a little too much. Don't think the British had green stuff back in WW 2, but who knows, those boys at Bletchley Park came up with some amazing stuff. What I draw from this is determination under fire, in the face of forces so overpowering up to that point in time. Take my Heller Bloch 174 for instance (please, take her says Rodney Dangerfield).

This kit is one of Heller's French World War Two series of aircraft. There is no copyright date on the box, but I would judge it to be from the late sixties (1960s, not 1860s). Let's face it gang, while the French Arme'e d'le Air was not the most overwhelming Air Force at the start of the war, one has to say that for sheer number of varied designs (and yes, some downright ugly) the French Air Force can not be beat. I bought the Bloch on one of my excursions to a hobby store in Duluth...it was cool looking (love them old action box tops!), cheap, and I was just getting back into modeling so I did not know any better. Hey, how was I to know that way thick trailing edges were not a Paris fashion statement....weren't all the pretty aircraft wearing them that year? So I bought the kit (and several others, face it, kits are like potato chips, you can't buy just one!). This by the way is in the year 2001 CE.

Flash forward to the present. This kit has been started and stopped so many times. I keep a notebook on the model bench to write down pithy statements like "August 12: sprayed wing leading edges of Frank (the airplane, not

our esteemed Mr. Cuden) yellow." With my work schedule being what it is this allows me to come back to the bench with the Frank (again the model, not Cuden) and I instantly know where to start/where I left off. Well gentle reader, the book is half full of notations on the Bloch. Mostly along the lines of "filled trough where wing meets fuselage"; "undersurface wing to fuselage needs more filler"; "sanded down cowlings, needs more filler". If anyone in the audience has bought stock in green stuff manufacture, I and my Heller 174 are the reasons you are buying a boat this summer, instead of selling it like those who decided AIG was more lucrative for their investments.

Well I am back at it this weekend. Took it down from the "storeroom o' death" to the man-cave in the garage. Give up, you say? Move on, you say? To which I reply NEVER. It is not the Churchillian thing to do, either. See, I'll make a confession here. I grew up in the Catholic parochial school system. In the 1960s and 1970s. You never throw anything away. Pagan babies were starving. **Never** throw anything away. We never asked where the pagan babies lived, although one Cuban refugee sister seemed to hint at the "godless communists", whatever. Top off that with parents being very much children of the Great Depression. Never throw **anything** away. I forgot to add "guilt"...gee I could have gotten Ann something instead of this half green-stuff half plastic monster on the workbench. So onward I go, to see victory at the end of my labors. A nagging question though? Does this happen to anyone else? Let me know so I can write your responses in the next newsletter. Oh darn, the tailplane joint to the rear fuselage needs filler....

Please welcome our latest new members, who joined at the August meeting: John Ross Sr. and John Ross. While both are involved in a

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THE IPMS TWIN CITY AERO HISTORIANS ANNUAL MODEL CONTEST



September 19th, 2009 (Saturday)

At the North Aire Banquet Hall
6831 Highway 65 NE (Central Ave), Fridley, Minnesota
(2 miles north of intersection of Hwy 65 and I-694)

This year's theme:

Categories:

Juniors
Aircraft
Military Vehicles
Figures
Ships
Automotive
Sci-Fi
Real Space
Dioramas
Miscellaneous
(complete list available online)



Special Category Awards:

Best Competition Car
Most Unique Model
Best National Guard
Best Figure
Best Polish Subject
Best F-4 Phantom
Best Captured Aircraft in
German Markings
Best Vac-form or Resin Kit
Best Smaller Nationality
Military Subject

Models that show a subject at a specific time. The model does not need to be in a diorama. But the date must be described on the registration form. All models will be part of their regular contest categories, so they will be both eligible for regular and theme awards.

Registration: **9:00 am - 12:30 pm**
Awards Presentation: **3:00 pm - 4:00 pm**
Entry fee: **\$10** (unlimited models)

Vendor Room will be open from 9:00 am until the end of the show.

For additional information about hotels, vendor accommodations, etc., please contact:

NordicCon Chair:

Bob Maderich
612-378-2687
robmaderich69@yahoo.com

Registration:

Larry Donovan
(651) 501-4755
tang1win2@usfamily.net

Vendors:

Sean Brzozowski
(763) 670-8633
spitfire.mk5b@gmail.com

For more information go to www.aerohistorians.org

variety of genres and scales, we cannot wait to see their stuff on the show table. Also another round of applause for Ken Hornby who really took point to ensure the models at the American Wings Museum in Anoka were secure, safe and sound. When you are perusing the work in the displays, remember it was Ken who got them there, otherwise they could have ended up in the Anoka landfill. As of this writing (August 23) there was an article in the Saint Paul Pioneer Press that a full baker's dozen of the airplanes (the real ones) have yet to find homes, including (according to the article) one or more of the Mo-hawks.

As a preview for what is ahead on the calendar, September's meeting will be about final prep work for Nordic Con 2009. Remember the show is September 19th at the North Aire Banquest/KofC facility in Fridley. October's meeting has a show table theme, Snakes on a Plane. At this point there is no seminar scheduled, but I am still working on a couple of possibilities. November is the annual Auction and election of officers for 2010, and December is the annual club contest (any kit built in 2009).

See you at September's meeting!!!



Airline Chatter
by Terry Love

Delta Airlines sold ex-Northwest Airlines Boeing 757-200s to Citicorp. Two were ferried to Sanford, Florida. They were fleet number 5509, N509US, msn 23198, delivered in October of 1985. The other was fleet number 5511, N511US, msn 23199, delivered in October of 1985, also. Both will be scrapped. Both still had cycles and hours left on the airframes, but there is not a market for older Boeing 757s. Next to be sent is fleet number 5508, N508US, msn 23195 that was de-

livered in July of 1985.

Delta Airlines is parking, not only ex-Northwest Airlines Boeing 757-200s, but their own Boeing 757-200s. On July 1, Delta parked fleet number 616, N616DL, msn 23207 that was delivered in May of 1986.

American Airlines lost \$390 million in the second quarter of 2009.

Jet Blue earned \$20 million in the second quarter of 2009.

Continental Airlines lost \$169 million in the second quarter of 2009.

Southwest Airlines earned \$54 million in the second quarter of 2009.

United Airlines lost \$323 million in the second quarter of 2009.

COPA, the airline of Panama, ordered 13 Boeing 737-80s worth \$1 Billion. COPA also ordered 8 more 737-800s as an option.

Delta Airlines decided to eliminate all Boeing 757-200s from their fleet. All ex-Northwest Airlines 757-200s will be gone. N509US, and N511US are scrapped, as mentioned above. N512US arrived at the scrapper on July 19. N505US, N515US, are already at ARC – Aircraft Recycling Corporation. N504US and N506US are already at UAM – Universal Asset Management. All ex- NWA Boeing 757-200s have lots of flight hours and cycles left on the airframe.

Delta Airlines lost \$257 million in the second quarter of 2009.

Continental Airlines is getting a new CEO - Jeff Smisch. Now look for renewed merger talks between Continental Airlines and United Airlines.

Boeing announced that they are having structural problems with the new Boeing 787 Dreamliner, and that it may not get its first flight this

year.

Airline rankings for the most passengers carried world wide –

1. Ryan Air
2. Air France – KLM
3. Lufthansa
4. Easy Jet
5. British Airways

Airline rankings for the most passengers carried in the USA –

1. Southwest Airlines
2. American Airlines
3. Delta Airlines (before the NWA merger)
4. United Airlines
5. Continental Airlines

Airline rankings for the most passenger-miles worldwide –

1. American Airlines
2. United Airlines
3. Delta Airlines (before the NWA merger)
4. Air France
5. Continental Airlines

Ethiopian Airlines ordered 5 Boeing 777 for \$1.3 Billion.

Republic Airlines recently announced a bid to purchase Frontier Airlines. Very unexpectedly, Southwest Airlines also offered a bid for Frontier Airlines. The Southwest Airlines offer was for \$113.6 million. Republic Airlines won out and obtained Frontier Airlines for around \$177 million.

British Airways lost \$250 million in the first quarter of 2009. Therefore, British Airways will lay off 3700 employees, park 22 aircraft, and push back delivery of the Airbus A-380s.

Delta Airlines and U S Airways have agreed to a major swap of takeoff and landing rights or slots at New York La Guardia and Washington Reagan National Airports. Delta Airlines wanted more New

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Construction: Kit was built OOB, and is a Hasegawa F4U-5/5NL kit #JT75, right down to the part numbers. The instructions are all in English and appear to be more simplified than the Hasegawa version and call out the how to build the -5, -5N and -5NL versions. Decals are for one F4U-5NL from VC-4 in Korea or a F4U-5 from NAS Glenview. (these were not used for this build). The Pro-Modeler kit is a lighter gray plastic, otherwise no difference in the build of the kit from Hasegawa's version. Please see other F4U-5 Hasegawa build articles for information.

Painting: My main reason for this article is the use of the new Tamiya Spray Paints. In my 20 years of modeling I have gone from paintbrush to air brush to spray cans. Obviously spraying is preferable over hand painting. However, airbrushes are difficult to maintain and keep clean. So in my quest to keep things simple, I used enamel spray paint cans. These must also be kept clean, but the effort involved is less than airbrushes. You must make sure you clean the spray nozzle otherwise you better have spares because they do clog. This new line of Tamiya spray paint is not enamel or acrylic; it is synthetic lacquer as the following information taken directly from the Tamiya site explains:

TAMIYA COLOR SPRAY PAINTS (TS)

These cans of spray paint are extremely useful for painting large surfaces. The paint is a synthetic lacquer that cures in a short period of time. Each can contains 100ml of paint, which is enough to fully cover 2 or 3, 1/24 scale sized car bodies. Tamiya spray paints are not affected by acrylic or enamel paints. Therefore, following the painting of the entire assembly, details can be added or picked out using enamel and/or acrylic paints. By combining of three different paints, the decoration of plastic models will

become simpler and more effective.

TAMIYA COLOR SPRAY FOR AIRCRAFT (AS)

The new Military Aircraft Sprays are available with six colors each for US, German, UK, and Japan color schemes. The new Aircraft Sprays are a welcome solution for that next military scale plastic project as well as the new closed cell foam R/C Park Flyers.

Tamiya site: <http://www.tamiyausa.com/product/paints/index.html>

I wanted to use one color for starters, so building an all black F4U-5N seemed to be the right fit to use the semi-gloss black #TS-29. The output of spray is very fine, which will cause you to spray two coats or possibly three to get full coverage. I find this to be a good thing, where as the enamels come out very heavy, if you loiter for too long of a second you will get a glob of runny paint. With this paint it is nearly impossible for this to occur, it sticks and dries very fast. I used enamel silver spray paint as an under coat in order to create the paint chipping affect by using tape to pull off the upper coat of paint. This turned out to be a little more difficult, the Tamiya paint adhered to the enamel almost too good, I needed to press the tape on 4 to 5 times before any black paint started to "chip off". The nozzle is well constructed and the can easy to hold, Paint can was easy to clean, one short 1 second burst (upside down) did the trick. I have yet to have paint clog the nozzle. When dry this paint has a very smooth satin type finish.

Decals: From Hasegawa kit #JT75, VMF(N)-513, Capt. Eugene Derrickson, Korea 1951. Decals adhered fine to the Tamiya paint, using Solve Set to snug them down. I usually spray a gloss coat on before decaling, but it did not seem to need it. My hunch was correct, no problems with the decals.

Conclusion: The kit was excellent and had no build problems. If you want a F4U-5/NL this is a couple of bucks less than the Hasegawa version, it's yours for the taking. The paint is the way to go, with Tamiya's new line of military colors for Japanese, U.S., German and British, some color limitations, there is *No Runs, No Drips, No Errors!*

References: Hasegawa JT75 instructions,

Web site: <http://www.kalaniosullivan.com/KunsanAB/VMF513/Howitwasa1ac.html>



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York City flights and U S Airways wanted more Washington, DC flights.

Airbus acknowledged receipt of \$563 million from the government of Britain for the Airbus A-350 program, which is in direct competition with the Boeing 787 Dreamliner. Both aircraft are in the 270-350 passenger capacity class with emphasis on economics, fuel burns, and composite materials. Does Boeing receive subsidies like this? No.



Call For Articles!

We need articles and photos submitted by the membership. The Newsletter is what **you** make it!





More photos of Mark Rossmann's F4U-5N Corsair



Hasegawa 1/72 G3M2 Nell at the masking/painting stage *by Bob Arko*

Corsair bottom view *by Mark Rossmann*



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.

Twin City Aero Historian
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

Return address requested

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

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Dave Nelson at 651-765-1914.

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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