

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

- 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

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 Larry Donovan at 651-501-4755.

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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DRAW DECALS

The Aero Historian



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September 2012



Hasegawa 1/48 Sabre F-86 E(M)
 by Mark Rosslund

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by Mark Rosslund

The F-86 Sabre was the U.S. Air Force's successor to the P-51. The F-86 was manufactured in several countries. Most significantly after the U.S. were Canada via the Canadair, then Japan.

At the end of WWII as the allies were quickly capturing the German scientists involved with designing jet aircraft, the U.S. quickly developed the swept

wing XP-86 in 1947, going into production with the F-86A just in time to deploy to Korea once the swept winged MiG-15 showed up.

The Hellenic Air Force has utilized many U.S. aircraft types in its inventory, including the A-7, F-16, SB2C-5, F-102, C-47, C-130 and the venerable F-86.

During the NATO Military Assistance Program, the HAF received 110 Canadair CL-13 Sabres Mk II and at least one MK

IV, from June 1954. Serving in the newly created 341, 342, and 343 squadrons of the 112 combat wing. The squadrons were moved to Tanagra Air Base in 1957, forming the 114 Combat Wing. All aircraft were powered by the J47-GE-13 engine. "E(M)" designated the aircraft had been modified to the 6-3 wing, therefore the use of the F-86F Hasegawa kit for this model. They also sported the early style "V" windshield, which up to this point I had not heard of, so

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TCAH Officers

President, Larry Donovan

Vice-President, Mark Jacques

Secretary, Jeff Fries

Treasurer, Dave Hueffmeier

Historian, Tom Norrbohm

Sergeant-at-Arms, Bernie Kugel

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TCAH This Month

The monthly meeting will be held Saturday September 8, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:00. so come early.



Secretary's Notes
 by Jeff Fries

Bob Steinbrun introduced his daughter Margret Steinbrunn as a welcomed visitor.

Vendor Notes

- Axel : 4 new Profiles from Schiffer Publishing Rollmodels.
- John: Eduard released 1/48 Fw 190, several Resin and photo sets. The new Tu-2 was a hit and sold out. From Airfix Spitfire Mk 22 and he added Brengun line to his catalog.
- Winston: Listed Kittyhawk kit F-35B release The Greatwall P-61 and a few of the Brengun items were on hand.

The Helicopter Challenge was moderated by Eric Zabel. There were 12 entries and 2 display only models. Judge was Steve Macy and the winners were Bernie Kugel, John Ross Jr. and Dave Herbert.

DNordicCon update was given by Dave Nelson.

Bernie reported that all volunteers for the NordicCon will meet Aug 24 in evening for Walkaround at Productivity Inc.

After a short Break, a Business meeting was held and membership fee will remain at \$5 and \$10 for 2013. A family membership was discussed and wording and voting will take place at September meeting.

Reminder that we will be looking for a new slate of officers, and nominations will start in September.

Donation were received from Winston and Mark Jacques. 

THE TCAH CHRONICLES
 Part 4
 by Tom Norrbohm,
 Club Historian

In this article we will focus on the IPMS Regionals hosted by the Twin City Aero Historians. The club would host four Regionals beginning in 1975, then 1995, 1999 and 2003. All would be successful shows, but two would stand out, the 1975 and 1995 shows. We will focus on 1975 in this article.

The 1975 show would be the first and although highly successful, there was a downside to this show that would result in a major controversy and lead to several members leaving the club in protest. The 1995 show would be the most successful and make the club financially secure for years to come.

1974 – BEGINNINGS: In the fall of 1974, then club President Ken Ring posted an announcement in the October club newsletter that 'local chapters of the AAHS and IPMS-USA are making a combined effort to put on one of the most ambitious programs to date for the Aviation Enthusiasts and Plastic Modelers in the Midwest region'. This of course refers to TCAH and another club, newly formed, called the Minnesota Scale Modelers (MSM). This club comprised mostly of TCAH members who built plastic models *other than aircraft* and met monthly in the basement of the TCF Bank in Robbinsdale.

An outline for the Regional Convention would include
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On The Table—August 2012

Modeler	Kit	Manufacture	Scale
Merrill Anderson	Nieuport 17	Revell	72nd
Merrill Anderson	Nieuport 25	Scratch/Bash	48th
Frank Cuden	Spitfire MK 22	Airfix	48th
Bob Engelstad	Lockheed F-90	Unknown	72nd
Bob Engelstad	Republic XF-91 Thunderceptor	K-R	72nd
Bob Engelstad	Republic XF-109	K-R	72nd
Bob Engelstad	Republic XF-103	K-R	72nd
Bob Engelstad	Republic XF-108 Rapier	K-R	72nd
Dave Gatts	Huey Cobra AH-1	Monogram	48th
Dave Gatts	Bell CH-46 Gunship	Testors	72nd
Dave Herbert	Soviet "Hind D"	Hasagawa	72nd
Bernie Kugel	AH-64A	Italaerei	48th
Bernie Kugel	Mil-24 Hind E	Monogram	48th
Bernie Kugel	HH-60 Blackhawk	Revell	48th
Bernie Kugel	Wessex	Revell	48th
Bernie Kugel	Lynx	Airfix	48th
Bob Maderich	1931 Rolls Royce	Monogram	24th
Bob Maderich	E-Boat	Revell	72nd
Kyle Nelson	KV 8	Trumpeter	35th
Kyle Nelson	SPG	SKIF	35th
Kyle Nelson	T-90	Zvezda	35th
John R. Ross	A-10	Hobby Boss	72nd
John R. Ross	CH-46	Hobby Boss	72nd
John R. Ross	CH-34	Hobby Boss	72nd
Don Stauffer	Pitcairn Autogyro	William Brothers	48th
Bob Steinbrunn	M-4 Sherman (corrected)	Franklin Mint	24th
Dennis Strand	Avia B-135	AZ Model	48th
Winston Vermilyea	Su-24 in progress	Trumpeter/Komplete	48th
Winston Vermilyea	Japanese Raiden	Hasagawa	32nd
Winston Vermilyea	Damilier Engine 160 HP	Wingnut	32nd
Tristan Vermilyea	32 Ford	Monogram	24th
Erik Zabel	HH-53C	Fujimi	72nd

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Dave. Much back slapping and photo ops. We all got the chance to climb the ladder to look at the cockpit. After a short while, we all headed back to the Registry to get settled in for the show ahead. We were vindicated!

For the next two days, the P-38 group would do their thing. Taking tours of the Twin Cities by bus; going out not only to see Dave's P-38L, but other aircraft as well; and just rehashing the good ole days. We, the modelers, had our fun too. There were plenty of model displays and such to look at and an IPMS contest to hold. Before you know it, it's Saturday night and Happy Hour is in full swing, to be followed by the banquet. Award ceremonies followed,

which afterward the guest speaker, an F-5 photo recon pilot, spoke of his adventures over the SW Pacific in WWII. Sunday, the final day of the show, would have Dave and his P-38 put on a marvelous one man air show over the southern skies of the Registry Hotel. A fitting end to a fantastic weekend had by all.

Did we make money? I honestly do not know. I assume we made *some*. But that wasn't the issue at the time. We just wanted to put on a great show and be a part of an event that brought many vets together for the first time in 30 years. It was a very bumpy road getting there, but the end result was something many of us who were there, will cherish for the rest of our lives.

JOHN VALO ORIGINAL ART. I am not a collector of aviation art, originals or prints. I bought this fine side view B-24 original from Glenn Horton, Jr. back in 1995 when John Valo had painted the side-views for Horton's book, The Best In The Southwest, about the 380th Bomb Group in WWII. Valo did 48 side-views for the book, this one is MISS-HAP, B-24J-80-CO from the 529th BS. Profile #22.

This is an original painting, not a print. Dimensions are 25" x 9" and signed by both Valo and Horton. I'm trying to condense my collections and before I go to eBay, I'd like to know if one of you TCAHers would like this painting. Make me an offer I can't refuse. Noel Allard, nallard@unitelc.com.



Airline Chatter
by Terry Love

Boeing and Airbus announced \$52 Billion worth of orders at the Farnborough Air Show in England in July. Boeing received 396 orders while Airbus received 115 orders.

American Airlines reported a loss of \$241 million in the second quarter of 2012.

Southwest Airlines earned \$228 million in the second quarter of 2012.

Spirit Airlines earned \$34.6 million in the second quarter of 2012.

Delta Airlines lost \$168 million in the second quarter of 2012.

U S Airways earned \$321 million in the second quarter of 2012.

Singapore Airlines earned \$62 million in the second quarter of 2012.

Korean Airlines ordered 2 more Boeing 777-300ERs at a cost of \$559 million. This order was not part of the Farnborough Air Show orders.

The following airlines collected fees for the last year (2011):

United Airlines	\$5.2 Billion
Delta Airlines	\$2.5 Billion
American Airlines	\$2.1 Billion
Qantas	\$1.4 Billion
Southwest Airlines	\$1.2 Billion
U S Airways	\$1.1 Billion

Aero Mexico ordered 90 Boeing 737-800s and 10 Boeing 787 Dreamliners. Deal is worth \$10.8 Billion in the largest airline order ever for Mexico. Again, this

was not part of the Farnborough Air Show.

Singapore Airlines took delivery of another Airbus A-380 Super Jumbojet. It was the 80th Airbus A-380 delivered by Airbus!

Xiamen Airlines of China, ordered 40 Boeing 737-800s. Order came through the Chinese government. Value of the deal is \$3.5 Billion. Xiamen Airlines currently has 6 Boeing 757s and 27 Boeing 737-800s.

Silk Airways, owned by Singapore Airlines, ordered 54 Boeing 737-800s worth \$5 Billion. Deliveries will be from 2014 through 2021.

Boeing is going to raise their commercial airliner prices by 6%, except for the 787 Dreamliner whose price stays at \$206 million each. This means that a Boeing 737-800 jumps to \$100 million, and a Boeing 747-800 goes to \$351.4 million each.

Boeing says that if they decide to stretch the 787 Dreamliner, it will not be this decade.



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aviation and armor lecturers, seminars, modeling workshops, a tour, a contest or two and the possibility of an Air Force fighter group reunion. Club member Jack Mugan was named Chairperson of the event based on his qualifications as a member of both IPMS and AAHS, TCAH President and Editor (those fantastic 24 pagers!) and author of articles for the magazine 1001 Model Airplane Ideas.

The idea for this show goes

back a ways, but at a recent MSM meeting, it was reborn by the officers and members of the IPMS and AAHS chapters. A lot of work by *everyone* was going to be needed with a core group of 15 – 20 doing most of the dedicated groundwork. More meetings were to be planned and a convention committee formed ASAP. In November, the newly elected club officers are: Bernie Fletcher – President; Tom Norrbohm – VP; Ellis Nelson – Secretary; Dave Sandness – Treasurer. This group would be in charge of coordinating things with the TCAH side of the convention starting in January, only to see things start to unravel in the months ahead.

In early 1974, AAHS & TCAH member John Stanaway wrote a letter to the editor of Air Force Magazine requesting contacts and information regarding a book he was writing on WWII P-38 Aces. A local Minneapolis resident and P-38 pilot of the 474th FG, Robert Hanson, contacted John and they had several meetings together in the following months. In December of 1974, John informed Bob of the plans of TCAH and IPMS to host the IPMS Region 5 Convention (R-5 Con) in May of next year featuring the P-38. This gave Bob an idea, and after discussing it with other 474th pilots, it was decided to try to piggyback a 474th FG Reunion onto the P-38 themed R-5 Con. After meeting with Stanaway, Jack Mugan and Ken Ring, Robert Hanson was given the okay and assumed the responsibility for getting all the P-38 people available to attend the convention, not only the 474th, but any of the other P-38 fighter groups as well.

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Upcoming Model Events

by Mark Jacques

8 September 2012 – Gateway to the West Contest and Swap Meet – IPMS Gateway @ Hitters Choice Cages, 534 Workman Road, Eureka, MO, contact Doug Barton @ 636-332-9960 or visit the club website at www.ipms-gateway.com

29 September 2012 – Nordic-Con 2010 – Theme “As Seen on TV” – Twin Cities Aero Historians @ Productivity Inc., 15150 25th Ave. N., Plymouth, MN 55447. www.aerohistorians.org

20 October 2012 – MOSS CON 2012 – IPMS / Missouri Ozarks Scale Specialists (MOSS) @ White House Theater / Legend of Kung Fu, 2255 Gretna Road, Branson MO, contact Nate Jones @ 417-230-6220.

20 October 2012 – Glue Crew 2012 Model Contest and Swap Meet – IPMS / The Glue Crew @ Howard Johnson Inn & Conference Center, 7101 N. Mountain Road, Wausau, WI, contact www.thegluecrew.com

2 February 2011 - 2012 “Hope It Don’t Snow Show” – IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16th St. SW, Rochester, MN, contact George Romano at 507-281-4175 or romano@infonet.isl.net or visit the club website at www.royalresin.net/ZumbroValleyScaleModelers.htm

23 March 2013 – 9th Annual Model Show and Contest – IPMS/South Central Modelers of Minnesota @ Five Lakes Centre, 308 South State Street, Fairmont, MN. 9:00am to 4:00pm, Registration ‘till Noon;

Entry Fee: \$1.00 per model. Website: http://public.fotki.com/73superduty/south_central_model; contact Gregory Pausewang 57chevy1957@bevcomm.net or at (507) 526-3531.

27 April 2013 – Fleacon 9 – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 <http://ipms-usa-lippisch-chapter.wordpress.com>

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ALL SYSTEMS ARE GO! By January of 1975, a venue and date is set for the IPMS Region 5 Convention. For those of you who are not IPMS members, IPMS is broken down into regions and Region 5 incorporates the Chapters in the states of: IA, IL, IN, MN, MO, NE, SD and WI.

The date is May 16 – 18, 1975 and the venue would be the Registry Hotel with the blessings of Henry Fisher, recently of the Marriott Hotel across the street and now GM of the new Registry Hotel. Along with the usual IPMS contest to be held, a special P-38 contest would also be hosted to tie in with the P-38 theme of the convention. Also, we found out that the weekend of the show was also Armed Forces Day weekend. It was decided to tie into this with R-5 Con and a tour would be set up to go to the MNANG base to see the aircraft on display that would fly in for this event.

At this time another idea was being floated around. Could we get an honest to God real P-38 with pilot to fly in to attend the show? In March of 1975, a

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something new. Since no such windscreen is available in any kit in any scale, I retained the kits screen as not wanting to kitbash an unknown. I did finally find a picture of an HAF F-86 with the screen, very interesting.

The 343rd was moved to 111th Combat Wing in 1958, followed by the 341st in 1960. The 341st was the last squadron to fly the Sabre until 1965. The most famous Sabres were those of the “Hellenic Flame” Aerobatic team flying Sabres obtained from the 341st, until 1965.

The Hasegawa model is well designed and crisply manufactured.

These are the markings of 341st squadron of the 114 CW. Aircraft is silver metallic lacquer with a red tail, used Testors silver, flat red and flat black spray paints. The Icarus decals run about \$17, are printed quite well, but had a problem with them adhering to the model. I used my normal Solveset solution, but they easily slid hours after application. Even wiping the model down 48 hours afterwards, a bit of moisture caused larger decals to slide off. After thoroughly drying for 72 hours, I decided to give it a coat of testers dullcoat, after that they stayed on fine.

It is a good representation of a Hellenic Sabre, but not accurate because of the missing “V” screen.

Sources:
Icarus Decal Sheet,
www.haf.gr web site,
Hasegawa Instruction sheet



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meeting was held and the fee structure for the convention was designed. TCAH, in contact with P-38 owners, budgeted \$800 for P-38 fuel. We had no knowledge of what it would cost, it was just a lucky guess. Hoping to get 100 P-38 people to attend, a fee of \$10 per person was established. This would cover costs of the fuel, and other miscellaneous expenses by the P-38 Group. We contacted several P-38 owners and got possible commitments from several. We started advertising that at least one if not more, P-38's would be flying in for the event. By March, the crap started to hit the fan. One of the P-38's coming had to cancel due to an unexpected engine change; another P-38 and pilot would only come if there was enough gas budgeted for his plane and we could not promise there would be enough as it is. Other P-38's possibly available at the time were experiencing technical problems and being grounded. It appeared no P-38's would make it to the show at all. The big question now was, as a club, were we legally responsible if no P-38's flew in as recently promised in advertising for the convention? Could we be sued as a whole or individually?

A meeting of club officer's was called together by President Bernie Fletcher to discuss our options regarding this issue. Unfortunately, Bernie did not inform the R-5 Con chairperson Jack Mugan, who got wind of the meeting and called during the proceedings. A heated exchange took place between the two and eventually led to Bernie resigning as club President and quitting the club as well, making me, an 18 year old in charge of the club during a very important time for the club.

I respectfully declined the Presidency on the grounds I was not qualified to run the club during these crucial months ahead.

At the March meeting, much discussion amongst the members in attendance about our legal situation.

Nearly all the members voted to ‘damn the torpedoes, full speed ahead’ and take our chances. Two members however would decide to leave the club in protest: Loren Johnson, a close friend of Bernie's and Lee Smith, a friend of Loren's. For the only time in club history, a new slate of club officer's would be elected in April, with the preceding administration only lasting 4 months. The new officer's would be: Dave Galbraith – President; Bob Nelson – VP; Dave Sandsness – Secretary and Ken Johnson – Treasurer.

Meanwhile, the enthusiasm that R-5 Con is generating is unprecedented. None of the Mini Air Expos had as many members as firmly involved and committed to this convention as R-5 has. Everyone is working very hard and the different committees are producing results at a fantastic rate. The only thing left is, *can we get a P-38 to fly in for the event?* As late as May 9th, one week before the big event, no P-38 was forthcoming. Four more days would pass and nothing. Then out of the blue, a single volunteer. Dave Tallichet, of Yesterdays Air Force/Specialty Restaurants, would fly in his P-38L!

In the meantime, the P-38 Group was still hoping to get 100 people to show up for the convention. As of May 15th, they had 97 confirmed. Four more would show up on the 16th, with a

single straggler showing up the next day on the 17th, for a total of 102. How lucky can you get! As the convention got underway on Friday, 30 years of memories for these 474th vets came flooding back. Other P-38 vets and all the P-38 lovers from TCAH and IPMS showing off their beautiful P-38 models were just icing on the cake. But, everyone was also looking at their watches. It was getting closer to the ETA of Dave Tallichet and his P-38. A large group of us (*myself included*), went out to the MNANG base to eagerly await the arrival of the P-38. We had plenty of time to catch up on old times, as the ETA was delayed for 2 hours! Fortunately it was a glorious May day and soon we got a message from the ANG people....“10 more minutes”. I was one of the few smart enough to bring a pair of binoculars. Scanning the western sky for that unmistakable ‘three peas on a knife edge’ several of us saw him at the same time, calling out “there he is!”

We did not ask the MSP tower people for permission to let Tallichet do a WW2 on-the-deck tactical approach, but Dave knew what we would like to see and by God he gave it to us! He flew down 2/3rds of the runway at about 30 feet and then executed a beautiful peel up showing off his camouflaged blue bottom, all this.... *IN FRONT OF THE MAIN TERMINAL BUILDING OUT OF OUR SIGHT! AARRGH!!!* Remember, we are across the way at the MNANG base and all we saw was the peel up. As Tallichet taxied over to the ramp where we were waiting, the engines built up to a crescendo, 6 prop blades and 2 turbo-superchargers making a wonderful noise to fill the senses. A fitting welcome was given to

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