

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

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

February 2013



Kyushu J7W1 as it sits on its display dolly for easy movement

Photo by Bob Engelstad

Paul E. Garber Restoration Facility by Bob Engelstad

Silver Hill Maryland is home to this amazing facility, which is associated with the Smithsonian Institution. Mr. Garber's passion to acquire and preserve significant aircraft seemed to know no bounds, as evidenced by his ability, with I imagine very small budgets to preserve this unique history. How he

managed to transport these aircraft remains, acquire land and buildings is beyond me. Considering the vandalism that happened (as these planes were put on 4x4 frames and cocooned in tar paper for transport, someone getting inside and stealing gages was not too hard...) it is amazing that restoration with any degree of accuracy was possible. I have had the pleasure of being to Silver Hill at least four times, and

that is the main purpose of this text, to briefly describe the facility outside of what can be googled, and then in future to present newsletter articles showing the restoration process from a few visits on the same aircraft.

When you could walk thru these buildings as part of official tours, a "docent", which is a trained lecturer on the aircraft
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TCAH Officers

President, Johannes Allert
Vice-President, Frank Cuden
Secretary, John Dunphy
Treasurer, Tom Norrbohm
Historian, Tom Norrbohm
Sergeant-at-Arms, Bob Maderich II

Newsletter Info

Article Submission Deadline: 22nd of each month

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TCAH This Month

The monthly meeting will be held Saturday February 9, at Fleming Field, South St. Paul, beginning at 1:00 pm. Socializing will begin about 12:00, so come early.

Club Officer's Column – What's Inside and What's in Store?

by Johannes Allert

Hello everyone! We hope that everyone is relishing the balmy Minnesota weather that we all look forward to every year...yeah...right! Well, at least the cold weather gives us an opportunity to catch up on reading, research, and modeling! We trust those who traveled to Rochester for the "Hope-it-don't-snow" contest this past week had a safe and enjoyable time!

A couple of interesting things happened at the last meeting and they either directly or indirectly involve the club's website. Firstly, one of the members inquired why, with all the photographs taken of people's models, none were featured in the newsletter? Honestly, this question caught me off guard; however, another member quickly reminded me that all the club's photos were on-line. Another asked where he could get a TCAH Shirt? Again, it's on the website!

Below is a screenshot of the homepage and on the left side of the page are a column of tabs that take you to information concerning past Nordicons, past members, newsletter, etc. It's there at your fingertips! So, when in doubt? Check it out!

Secondly, Tom Norrbohm brought to my attention the need for a permanent point-of-contact regarding the web domain. We'll talk more about this at the February meeting, but I thought it important to mention in advance.

Thirdly, there's a section in the Website "Meet the Member." As you can see, it's been awhile since anyone has contributed to this section. If you are interested in sharing your hobby story, please follow the existing template of questions and provide a photograph of yourself, your workbench, along with a photo of your shelf-of-doom and send it in to Sean so that we can update that section.

This month will be another busy one because we will follow up on any concerns involving the Nordicon contest, preparing for



On The Table—January 2013

Modeler	Kit	Manufacturer	Scale
JIM VAN DYKE:	JET ENGINE	AIRFIX	
	4 CYLINDER ENGINE	SCIENTIFIC	
	WASP RADIAL ENGINE	RENWAL	1/4TH
MERRILL ANDERSON:	F86D	HASEGAWA	1/72ND
	FW-190A-8	HASEGAWA	1/72ND
	ME-109G-14AS	HASEGAWA	1/72ND
JOHN R. ROSS:	B17G (WIP)	REVELL	1/72ND
	SEAFIRE SPITFIRE		1/48TH
	P-1111		
JOHN P. ROSS:	F-5A	KINETIC	1/48TH
BERNIE KUGEL:	MIG-17F-13 (WIP)	TRUMPETER	1/48TH
FRANK CUDEN:	PV-1 VENTURA	MINICRAFT	1/72ND
BOB ENGELSTAD:	ME-109G-10 OF JG 4	HELLER	1/72ND
	ME-109K-4 OF JG77	HELLER	1/72ND
	ME-109G-10 'GIGI'	HELLER	1/72ND
	ME-109G-10 OF JG 1	HELLER	1/72ND
	ME-109G-14 OF JG 5	HELLER	1/72ND
JIM KLOEK:	F6F-3 HELLCAT	ACADEMY	1/72ND
	USS PRINCETON	SKYWAVE	1/700TH
DON STAUFFER:	DH-2	EDUARD	1/48TH
	HISPANO SUIZA ENGINE	RODEN	1.32ND
	HISPANO SUIZA ENGINE	SCRATCHBUILT	1/8TH
	270 ENGINE	ETLEL	1/29TH
	LeRHONE ENGINE	WILLIAMS	1/8TH
	PRATT & WITTNEY WASP JR. ENGINE	WILLIAMS	1/8TH
	110 ENGINE	SCRATCHBUILT	1/4TH
BRUCE McCLAIN:	F/A-18A HORNET	HOBBY BOSS	1/48TH
	MIG-29A	ACADEMY	1/48TH
KEN HORNBY:	SPAD 14 (WIP)	KITBASH/SCRATCH	1/72ND
BOB MADERICH:	KUBELWAGEN & 250Z 1/2 TRACK	TAMIYA	1/48TH
	TBM AVENGER	ACADEMY/MINICRAFT	1/48TH
ERIK ZABEL:	TBM AVENGER	HOBBY BOSS	1/48TH
	P-39 AIRCOBRA	?	1/48TH

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tall...!!! Thankfully, the He219 and Do335 are currently on display at the Uvdar-Hazy Center near Dulles Airport.

A general comment must be made....excellent restorations go on at other museum sites, and to the extent that they exercise caution and accuracy above all else, are to be applauded. To those involved in the process of currently saving historical artifacts (be they administrators or mid-level leaders...), one has to say thanks there also...case in point, the Wasserfall (German WW2 surface to air missile...) which I believe came from display at Aberdeen Proving Grounds Museum as that's where I saw one with Bernie F., and I doubt there are two of

these, is currently at Dayton Ohio Museum of the USAir Force, hopefully to be restored soon as it was in very rough shape....



Treasurer's Report
by Tom Norrbohm

We took on two new members in January: Paul A. O'Brien of St. Louis Park and Jon Peterson of New Hope. Welcome aboard! At this writing we are still trying to get the signature changes to the account. Tighter regulations in recent years have made the process more involved. At this time I cannot give you an exact balance in the checking but I can assure you we have



47th TCAH Annual Club Celebration

Just a reminder to everyone that the club will be holding its annual celebration marking yet another year of existence within the hobby world. It was December of 1966 when a few individuals from the metro area gathered together, creating a hobby club dedicated to aviation history and modeling that is older than IPMS. Please join us in this celebration where we take time to remember and pay tribute to past members, honor those who have achieved current recognition, and enjoy good food with good friends. Come hungry, leave happy.



Stinson SR-8C 1936
by Noel Allard

Airline Chatter
by Terry Love

Federal Express ordered 4 more Boeing 767 freighters. Fed Ex is using the Boeing 767-300ER freighter to replace the DC-10 freighters on a one-for-one basis.

China Airlines of Taiwan (not Communist China) ordered 6 Boeing 777-300ERs valued at about \$2 Billion. China Airlines also has options for 4 more Boeing 777-300ERs. China Airlines currently operates 23 Boeing 747-400s and 737-800s, plus 21 Boeing cargo 747-400 freighters.

Boeing announced that they delivered 7 Boeing 787 Dreamliners to six airlines on one day – Friday, December 21, bringing the 2012 deliveries of new 787 Dreamliners to 75 for the year.

Boeing announced that Aviation Capital Group (ACG) (an airlines leasing firm) ordered 60 Boeing 737-800s. Cost is \$6 Billion.

Boeing delivered 601 airliners in 2012. That is the most since 1999. Boeing received 1203 airliner orders in 2012, which is second only to orders received in 2007. As of January 1, 2013, Boeing had 4,373 airliners on back order, the most in the company's history. Boeing also received its 10,000th order for the model 737 airliner. Boeing said the model 777 passed the 1,000 order mark, and Boeing delivered 83 777 models in 2012. Also, Boeing delivered 31 new Boeing 747-80s in 2012.

Airbus delivered 588 airliners in 2012 to 89 customers of which 17 were new. Airbus received 914 new airliner orders in 2012.

Airbus predicts that 2013 will be a better year for orders. Also Airbus raised their prices for their airliners an average of 3.6% for 2013. Airbus now has a backlog of 4,684 airliners valued at \$638 Billion. Orders received in 2012 were for 732 Airbus A-320s, bringing the total ordered to over 9,000, 58 Airbus A-330s, 27 Airbus A-350s, and 10 Airbus A-380s.

Hawaiian Airlines ordered 16 Airbus A-320s with options for 9 more. Value of the deal is \$2.8 Billion.

Middle East Airlines of Lebanon ordered 10 Airbus A-320s.

American Airlines reported that the average cost of jet fuel last year was \$3.06 per gallon. The price varies frequently. The average for the month of November was \$2.92 per gallon.

Citilink, a low cost airline owned by Garuda Airlines of Indonesia, ordered 25 Airbus A-320s. Deal is worth about \$2.4 Billion.

Airbus announced that the Bank of China (BOC) ordered 50 Airbus A-320s for \$5 Billion. BOC will lease them to other Chinese and Asian airlines. The A-320s will be built at the Chinese Airbus factory. This is an "all Chinese" deal.

Boeing 787 Dreamliners have been grounded worldwide due to battery fires.



(Continued from page 2)
the March auction, and celebrating another year of existence as a club! So, bring your appetite and congratulate those who were selected as this

year's Modeler of the Year, Historian of the Year, and Member of the Year.

Also, there might be a few trips in the making this year that aviation enthusiasts may wish to participate in. Stay tuned!



Secretary's Notes
by John Dunphy

Meeting called to order at 1:15. No Old business.

NEW BUSINESS: Club is giving a \$500 donation to the St. Paul Confederate Air Force and \$500 to the Northwest Airlines Museum. Checks to be presented to the two organizations in April.

NORDIC-CON: This year's theme will be: 'THE NEED FOR SPEED'. Venue will be held at the Fort Snelling Base Camp (formerly the Horse Barn?). Bob Maderich looked into the Art Gallery building suggested by Steve Capiz in NE Mpls, but the area was difficult to find and parking was poor. We will have lots of parking and plenty of room to work with at the Fort Snelling location. Date is yet to be determined.

MN CAF Museum hours are Wed. & Sat. 10 -4.

Year End Raffle for Show and Tell models brought for the 2012 year, winners are:
John P. Ross, \$75;
John R. Ross, \$50 and
Bob Engelstad, \$25.
Congratulations!



Upcoming Model Events
by Mark Jacques

9 March 2013 – Region 5 Regional Convention/Mad City Modelers Model Show – Mad-City Modelers @ Doubledays, 4586 Baxter Road, Cottage Grove, WI. For more information visit the club website @ <http://madcitymodelers.web.com> or contact Rob Teubert 608-295-9258

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.

13 April 2013 – SURGICON 19 – IPMS Plastic Surgeons @ Lakeside Center, 400 NW Lakeshore Drive, Ankeny IA. For more information please visit the club website @ www.ipms-plasticsurgeons.com or contact Aimee Wright 515-292-3395 or ithondagirl@gmail.com

27 April 2013 – Fleacon 9 – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 or librarian@gl-iowa.org or visit the club website <http://ipms-usa-lippisch-chapter.org/wordpress/>

14 to 17 August 2013 – 2013 IPMS/USA Nationals – “The Thin Air Nationals” – JQ Hammons Conference and Convention Center & Embassy Suites Hotel, Loveland Colorado (www.embassysuitesloveland.com or 970-593-6200) Watch the IPMS/USA website and the

Journal for more information or contact info@ipmsusa2013.com

April 13, 2013 - Red River Scale Modelers "Cabin Fever Classic" - Saturday 9am-4pm. Fargo Air Museum. Need details, contact Noel Allard at: nallard@unitelc.com. 

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available for that particular tour (there were designated buildings available for tour, and aircraft were always moved about...). It was like a treasure hunt in an attic...not as much dust as one would expect...but enthralling to all in your group seeing basically one-of-a-kind aircraft that through either luck or retention because of historical significance, have managed to survive for decades since they last flew... Many aircraft no longer exist as they got caught in a downsizing effort and consigned to the scrap heap, others were considered “no longer in the interests of the service...” to satisfy military



Mitsubishi G4M Betty forward fuselage
Photo by Bob Engelstad

record keeping, or an actual national emergency as at the beginning of the Korean War the Douglas Aviation plant was reopened and the aircraft housed within were given something like 24-48hrs to either be removed or bulldozed out. One such aircraft was the Mitsubishi Betty, where the fuselage forward of the wing spar survives, and that is all for this aircraft save for ones found in the jungles (Yamamoto aircraft...). There is also a Heinkel He-177A engine saved, but this may have been all there ever was brought over here at war's end for technical curiosity.

Some restorations were tried and stopped, one mentioned was the Kyushu J7W1 (Japanese rear engine fighter, flown at war's end...) Shinden, which, once they brought it to Building 10 for restoration was found to have too much corrosion at the wing root and was considered unrestorable, so protectant was sprayed on those surfaces and it was rolled back against the wall where it can be safely viewed.

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On the tours, a walkway was created by laying yellow 4x4's that you are supposed to stay within, about the only way a docent could control the group. The restoration staff is truly amazing in their art, and their dedication to being complete is incredible. They will sand down a paint scheme in search of underlying markings, as the German aircraft were shown in spurious camouflage schemes this had to be removed in order to represent its service life, and exactly reproduce its color scheme. The Me262 restoration process included removal of wing panels one by one and air-blasting using crushed walnut shells to remove corrosion, also

crawling inside the fuselage with protective gear to do it there also, then spraying protectant on it that will outlast us...one has to assume that a similar process goes on for all those aircraft lucky enough to be restored.

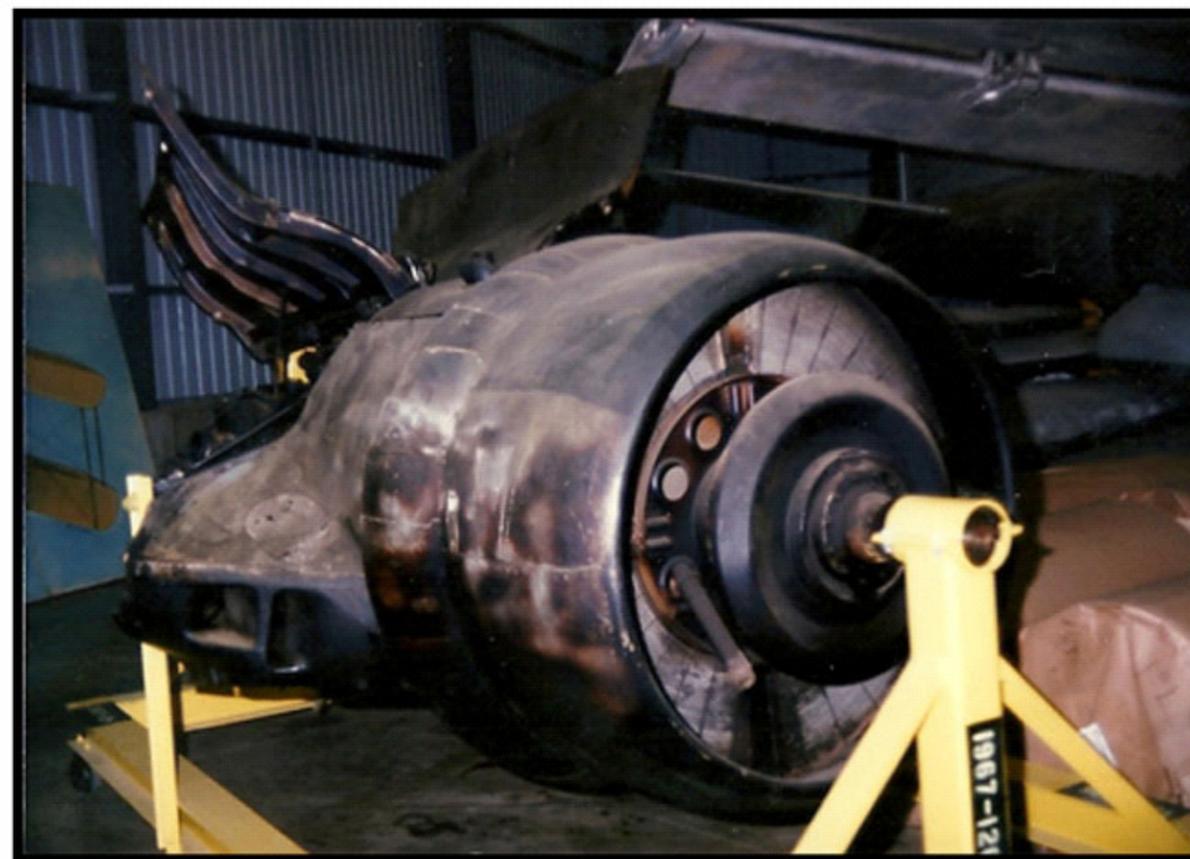
With the passage of time, what is humorous now certainly was NOT at the time can be related. I was always hoping to be on a tour where we would get inside a “new building”, so that the experience would be seeing twenty planes for first time instead of four/five that got moved to the “touring building”. Learned “for legal reasons” the following....

1. The building housing the

fuselages of the He219 and Ju388 could not be viewed because of the luminous pellets (like in our old watches...) placed in their instruments for night operations might release some gas (after 40yrs...) that a tour attendee might ingest...!!!

2. The Do335 had just come back from restoration at the Dornier factory and display for ten years in Germany (a reasonable benefit to them for paying for the restoration...), and was in the building behind closed doors....which they would not open because a visitor might poke an eye out on the wing pitot tube...I looked around at our group and no one was nine feet

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HE-177A Engine
Photo by Bob Engelstad