The Aero Historian

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1/72 scratchbuilt 1949 Beechcraft A-35 Bonanza, painted in Sherm Booen's colors from the 1970s
by Noel Allard

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Secretary, John Dunphy

Treasurer, Tom Norrbohm

Historian, Tom Norrbohm

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Article Submission Deadline: 22nd of each month

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TCAH This Month

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

November Guest Speaker
by Mark L. Rossmann

Dr. David Longworth will be our guest speaker at the November 8th meeting. Dr. Longworth survived drinking paint thinner, setting himself on fire, getting run over by a truck, falling off a moving car, nearly drowning in Lake Harriet, getting hit in the mouth by a hockey puck and getting a pitch fork stuck in his chest all before the age of 11. Dr. Longworth's training reflected his free spirit and determination to achieve and succeed. From May of "52" to January "53" he was assigned to VF-74 aboard the USS Bon Homme Richard, CV-31, Task Force 77, and flew hundreds of combat hours in the F4U-4 Corsair over Korea. He survived enemy ground fire crashing his Corsair into the Sea of Japan. After the war he was a very successful career in the Naval Reserve and flew nearly every type of plane in the naval inventory. Please join us to hear a "survivor", not because of his exploits but because he has lived long enough to share them.

Link to "Survivor"website: http://www.davidlongworth-survivor.com/about.html

Secretary's Notes
by John Dunphy

Meeting called to order by Tom Norrbohm at 1:25. No new members or guests. No Old Business.

New Business: Dave Longworth, a Korean War pilot, will speak at the November meeting. Since our quest speaker is coming from South Dakota specifically to talk to us, Mark Rossmann made the motion to give our quest speaker a gas card to help alleviate expenses. Motion carried, and the club will donate $50 with Dave Hueffmeier donating $50. Because of the unexpected news of our guest speaker, a motion was made and carried to move the White Elephant and the club Contest one month back, so the White Elephant will be in December and the club Contest in January. To honor our speaker, please bring Korean War aircraft for the Show N Tell table.

Nordic Con: They still need volunteers and raffle donations. Bob Maderich did Show-N-Tell.

Nominations: No new nominations for club office and two members withdrew their names from contention. Nominees are: President: Bob Maderich. V.P.: Jeff Fries, Marty Agather. Secretary: Open. Treasurer: Dennis Strand.

Airline Chatter
by Terry Love

Delta Airlines is planning to increase the number of flights into Minneapolis next year. Delta will make significant investments at Minneapolis.

American Airlines will begin service Dallas to Beijing next year using Boeing 777-200ERs nonstop.

Air Berlin cancelled their order of new airliners from Boeing. The order was for 18 Boeing 737-800s and 15 Boeing 787 Dreamliners. The Air Berlin order was worth $5 Billion. Air Berlin presently has 45 Boeing 737-800s, but is not in good financial condition.

Delta Airlines Boeing 747-451, N671NW, fleet number 6311, manufactured in March of 1999, made its last revenue flight on September 30, and then flew to Marana Air Park in Arizona to be parked. It had 68,542 hours on the airframe and 8,617 cycles. That is about mid-life for the airframe. Boeing 747-451, N661NW, fleet number 6301, was also parked on that same day. It had 69,608 hours on the airframe and 9,351 cycles. Again this is about mid-life for the airframe. Boeing 747-451, N676NW, fleet number 6316, was also parked on the same day. It had only 16,429 hours on the airframe, and 2,098 cycles. This is basically a new aircraft. The last Boeing 747-451 parked on September 30 was Boeing 747-451, N672, fleet number 6312, manufactured in July of 1999. The delivery price of these Boeing 747-451s was around $300 million each.

KLM celebrated its 95th anniversary on October 7. KLM is the oldest airline in the world using its original name.

IndiGo, the largest Indian airline, ordered an incredible 250 Airbus A-320s. This is the largest order ever received by Airbus. IndiGo already has 280 Airbus A-320s on order. Cost of the 250 airliners is almost $30 Billion.

Boeing announced that the Boeing 787 Dreamliner received the 1,000th customer order when Ethiad Airlines ordered 30 787 Dreamliners, valued at $8.7 Billion. The 787 now has 1,012 orders from 60 customers. Ethiad now has 71 Boeing787 Dreamliners on order making them the largest operator of the 787. To date, 102 Dreamliners have been delivered to 16 customers.

China Aviation Services (CAS) - a Chinese leasing company – ordered 70 Airbus A-320s. They will be built in China and they are for various Chinese airlines.

Garuda Airlines of Indonesia ordered 50 Boeing 737-800s valued at $4.9 Billion.

Chicago's O'Hare airport can now handle the huge Airbus A-380s operations.

Korya Airlines of North Korean has been voted the WORST AIRLINE in the world due to inflight service, and especially safety and aircraft maintenance. They operate 4 Soviet-type aircraft -- the Antonov AN14 turboprop airliners, IlyushinIL-62s, Tupolov Tu-134s, and Tu-154s. Due to maintenance and safety concerns, they are banned from operating in all of Europe. The only plus that Korya has is lots of leg room due to very small passenger loads.

Treasurer's Report
by Tom Norrbohm

We are now half way through the dues renewal process, and only 25 of the 69 dues paying members have renewed. As before, you have until Dec. 31st to renew or incur a $5 penalty after that date. You can mail your dues to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420. Dues are $15 and make checks payable to TCAH.

Expenses came to $97.13 and income was $150.00. Balance as of 10/13/14 is $4489.10.

MEMBERSHIP DUES RENEWALS START IN SEPTEMBER

It is that time of year again. Per the club vote this last spring, dues are $15.00 with the hardcopy newsletter being dropped in favor of the digital one downloaded from the club web site. The Senior and Junior memberships have also been dropped allowing for a flat rate of $15 for everyone. Deadline for dues is Dec. 31st, 2014 after which you will incur a $5.00 penalty on top of the $15.

Checks are to be made out to TCAH and you can pay me at the meeting or mail your check to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420.

From the Prez
by Johannes Allert

Having served on numerous occasions over three decades in club office, it's time to move aside for a new administration, generation, and most likely a new direction for the club. While one is cautioned against saying "never again," chances are this will be my final circuit for the simple reasons of time and circumstance.

Since joining the club in 1991, I have had many opportunities to interact with a variety of talented members who, in turn, mentored me along the way in the way of modeling, aviation history, and club involvement. So much has occurred since then.

- Migration from the ANG Hangars, to a Library in Bloomington, and finally (?) settling in at the main terminal at Fleming Field since 2001. For those who think the current venue occasionally gets crowded, you should have been in the upper loft at the Guard Hangar.

- Numerous Regionals initiated in 1994 by the club's core leadership team. While many of these individuals have since moved on, the club remains as an active participant in the region's annual "Nordicon."

- Technology –Whether it's in manufacturing or information, advances in technology have significantly affected the craft and the manner we share information. Consider the simple act of taking a photo of a model using your Smart Phone and instantly posting it on Social Media. This was completely unheard of a decade ago. Additionally, the advent of 3D scanning combined with advancements in plastics and molding techniques, no doubt, will continually surprise us all.

- Expansion and contraction – Once the majority of our members resided within the Twin City metro area. Now many (myself included) live outside the metro or in a neighboring state. Truly our club has expanded. Yet, the frequency of meetings (General and Business) is reduced to just once per month – Previously, business meetings occurred the Friday after the general meeting. This provided a wonderful opportunity for closer interaction between members and numerous memorable moments. Schedules and family commitments, however, made the business meetings problematic. Consequently, they were incorporated into the latter half of the general meeting. Nowadays, the meetings themselves are quick events sandwiched in between lengthy fellowship before and after.

Admittedly, I lament the demise of some aspects of the club and the passing of many of the members who brought so much knowledge and talent to the organization.

Last winter, I overheard a comment made by a former member at the Hope-It-Don't-Snow-Contest who adamantly stated "TCAH is at a crossroads and needs to decide whether or not it's a club for historians or modelers!" Frankly, this statement is short sighted and overlooks the founding members' prescience recognition that modeling and history is inexorably tied to one another. Hence the word "Historian" is imbedded into the club's name (good luck to anyone considering changing it). While modeling is the current focal point, members frequently reference history while sharing their latest creations during the club's show-n-tell segment of the meeting.

In the end, it's not up to the club officers to enforce a form a "hobby sharia law" upon the club. Instead, the ebb and flow is dictated by you the membership. If there's something you believe is important, but missing from the club, don't expect someone else to make your case. However, be aware the consequence of your actions. In other words, don't allow your agenda to drown out everyone else. Remain respectful, even if it's not your bailiwick and remember that in the show ring of life, one-trick-ponies never last very long.

I've cited several examples of changes that occurred during my time within TCAH and remain thankful for friendships and support encountered along the way. However, more senior members can provide further insight into this club's nearly fifty year history (1966-2016) and will readily admit this, like everything in this world, changes. So, be prepared to change or make choices.

Yet, one thing remains constant. Once a month, weather permitting, individuals from diverse backgrounds unite for a few hours to participate in a session where a common interest along with jokes, good natured ribbing, and sage advice is shared— all while engaging in

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Special Hobby 1/72nd scale SB2U Vindicator

by Frank Cuden

Nordicon Update
by John R. Ross

Due to the newsletter's deadline I am writing this the Monday before the event. By the time you read this the event will have finished be a part of history.

I am anticipating a big turnout and hope that everyone enjoys the event as much as we have loved pulling things together and trying to make the event a great experience.

I would like to Thank everyone for their participation in the event, whether you built kits to put in the contest, just brought items for display or maybe you taught a seminar. I would also like to Thank the club and its members for support in the form of blood, sweat and tears, as well as financial. Without these the event would not be possible. Finally I want to thank everyone that helped put the event on, whether you helped set up or tear down, Volunteer at one of the many positions, helped expose kids to our hobby at the Make-N-Take, Security, filled in for someone so they could take a Bio break or lunch, it all helps and leads to a successful event! Thanks so much from myself and other board members.

Now the work begins for next year's event. Please consider being a NordicCon chair for next year's event. We would like to have two people, it's not a big job and you get to help shape the event for next year and possibly the years to come. The event next year will likely be on Saturday October 24th again at the Boy Scout Base Camp. Please consider taking one of the positons. And if you are willing or able, please put the date on your calendar so you can attend the event next year!

Thanks again everyone!

(Continued from page 4)
commerce to that end. While it's enjoyable to see that warm interaction occurring from the perspective of the lectern, I look forward to engaging in that simple pleasure out on the floor with the rest. Now, as Mark Krumrey is always fond of saying – "It's time to pull chocks." Blue skies everyone!

Color Conversion Charts
Compiled by Bill Conley

Bill Conley of the Upper Peninsula Scale Modelers (Michigan) sends out a lot of email notes to a large email list of modelers (maybe you are already on it). He's my source for the online Revell Newsletter and Fine Scale Modeler Newsletter. He recently provided a listing of online color conversion charts, of which here is just a sample.

Official conversion charts

http://www.humbrol.com/_assets/files/Humbrol-Wall-Chart.pdf

Official Humbrol chart - contains conversions from European, Games Workshop, Gunze Sangyo, Xtra Colour, Lifecolor, Vallejo, Revell, RLM, Federal Standard, Tamiya, Testor, US Federal Standard.

http://downloads.hobbico.com/misc/rmx/TES_Revell_Paint_Match_Guide.pdf

Official Revell chart - contains conversions from RAL, ModelMaster/ Testors enamels, Acryl acrylics, Polly Scale acrylics.

http://www.acrylicosvallejo.com/en_US/media-dia/0049261608364909a238add9b4a53745.cms/c073-rev05.pdf

Official Vallejo chart - contains conversions from Federal Standard, RAL, RLM, Gunze Sangyo, Humbrol, Citadel Foundation, Revell, Tamiya.

Unofficial conversion charts

http://www.paint4models.com/paintchart/paintconversion-chart20100101d.htm#

The Ultimate Model Paint Conversion Chart - the biggest cross-reference chart. The online version can be filtered, sorted and searched. Can also be downloaded as a large PDF file.

On The Table—October 2014

Modeler	Kit	Manufacturer	Scale
David Gatts	Su7U "Movjik"	Kitbash & Scratchbuilt	1/72
David Gatts	Su7IG	Kitbash & Scratchbuilt	1/72
David Gatts	Su17/20 "Fitter C"	Kitbash & Scratchbuilt	1/72
David Gatts	Su22M-2 "Fitter T"	Kitbash & Scratchbuilt	1/72
Don Stauffer	T-6	Italari	1/48
Dave Perzec	Bf-109G-10	Revell	1/48
Bob Steinbrunn	Duesenberg SJ Phaeton	Gabriel	1/18
Keith Broster	Su-100	Trumpeter	1/16
Bob Engelstad	ME109K-4 (Lt. Bernard)	Heller	1/72
Bob Engelstad	Me109G-10 (Rosemarie)	Heller	1/72
Bob Engelstad	Me109K-4 (Lt. Landt)	Heller	1/72
Bob Maderich	British Mark IV Tank	Masterbox	1/72
Mark Rossmann	F4U-5NL	Hasegawa	1/48
Eric Zabel	Nautilus	Pegasus	1/44
Eric Zabel	Jeremiah O'Brien	Trumpeter	1/350
Marty Agather	Leopard I A4	Heller Humbrol	1/35

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 High*way* 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

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DRAW DECALS

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The Aero Historian is published montly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelsers 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.