



Kit Bashed/Scratch Built SPAD XIV *by Ken Hornby*

SPAD XIV

by Ken Hornby

The Aircraft

The primary function of the French Naval Air Arm, or Aeronavale, during the Great War was patrolling the English Channel and North Sea for German submarine activity. To accomplish this they employed several different types of multi-seat flying boats, usually

escorted by single-seat fighters. The Hanriot HD2 was the most numerically significant floatplane fighter used, but in late 1917 they were supplemented with SPAD XIII landplanes. However, the Aeronavale still desired a fighter capable of water take-offs and landings.

The SPAD company suggested a floatplane version of their cannon-armed SPAD XII.

The new design utilized the fuselage of the SPAD XII with twin floats under the fuselage. The wing area was increased to 26.2²m to compensate for the weight of the floats. The fin, rudder, and tailplanes were also enlarged for added control. Other SPAD wing designs used on the SPAD VII and XIII, while outwardly appearing to be two-bay wings, were actually single-

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TCAH This Month

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



From the Prez

by Johannes Allert

I'm hoping that by the time you read this, the weather will have definitely taken a turn for the better. Frankly, spring is overdue! A reminder that this month's meeting is the annual club auction. In addition to member's old kits, we will need a handful (4-5) of individuals to sort the kits as well as auctioneers to help sell the items in a quick and timely manner. Also, this event remains open to the public. The club will gladly take anyone's cash as long as it's the genuine green article.

A big thanks to John Dunphy and Jeff Fries for their help with last month's annual celebration. Also, thanks to Bob Engelstad and Dave Prettyman for taking photos of the display table. Additionally, it's often been said that whenever a crisis erupts, it's time to call for the Marines. In the spirit of the corps, Mark Krumrey quickly stepped in to fill the spot as club Vice President. This seamless transition allowed

Frank Cuden time to focus on his illness and the club to continue on normally. THANK YOU MARK! Lastly, the temporary position of 'Sergeant-at-Arms' is being eliminated. Consequently, Bob Maderich will have more time to focus on coordinating and assisting with Nordicon.

Last month, the club took a moment to celebrate another year of existence as an organization. For those new to the club or unaware, we are now 48 years old. This places us well past any mid-life crisis in determining who or what we are. Some come to enjoy the history, others the construction of a replica kit. While the emphasis ebbs and flows with the time of interest, it has never been an either- or subject for debate because it's all of the above -- and more.

I can prove this by citing the theme for the upcoming Nordicon event which focuses on using a dated kit from your youth and building it to your current

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Airline Chatter

by Terry Love

Southwest Airlines begins service to international destinations next July 1 when Southwest begins service to Aruba, Bahamas, and Jamaica from Atlanta, Baltimore, and Orlando.

The Federal government has received an application to start a new airline. The name revived to call the new airline will be Eastern Air Lines, based in Miami, Florida, and using leased Airbus A-320s.

American Airlines flew the first former U S Airways airliner in the new American Airlines livery.

Southwest Airlines gained 54 slots at Washington, DC Reagan Airport. Also, Southwest Airlines will start new non-stop service from Dallas to 15 cities including Atlanta, Chicago Midway, New York's LaGuardia, and Washington's Reagan Airport.

Boeing delivered two BBJs in January. They were both Boeing 787 Dreamliners. To date, customers have ordered 13 BBJ 787s.

Nok Air, the low cost airline of Thailand, ordered 15 Boeing 737-800s valued at \$1.45 billion.

Jet Blue and American Airlines swapped 54 landing slots at New York's JFK Airport, and Washington's Reagan Airport.

Cargolux ordered one additional Boeing 747-800 freighter. Cargolux has already delivered 14 Boeing 747-800 freighters. Unit cost is \$357.5 million.

Delta Airlines will share \$506

million profit sharing with their employees. This will be over \$5,000 per employee.

Ethiopian Airlines said that one of their co-pilots hijacked an Airbus A-330 traveling from Addis Ababa to Rome. He flew to Geneva, Switzerland.

Sun Express, an airline owned jointly by Lufthansa and Turkish Airlines, ordered 40 Boeing for \$3.8 Billion.

Hawaiian Airlines will begin nonstop service from Honolulu to Beijing, China in April.

United Airlines announced that they will begin service from Los Angeles and San Francisco to Sydney, Australia on October 26 using the Boeing 787 Dreamliner.



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bay construction. The inner set of interplane struts were there to anchor the bracing wires to prevent undue vibration. Because of their increased span, the SPAD XIV's wings were rigged as a true two bay design.

But the most unconventional feature of the new model was its armament, which was identical to that used in the SPAD XII. In addition to the common single Vickers machine gun, it also had an engine-mounted 37mm cannon firing through the propeller shaft. Housed in the same Hispano-Suiza 8c engine used in the SPAD XII, the cannon's breach extended into the cockpit between the pilot's legs. This necessitated a Deperdussin-style system of control. Instead of the usual joystick, the SPAD XIV had a u-shaped wooden hoop that looped over the pilot's lap, on

top of which was an automotive style steering wheel. This configuration allowed the pilot access to the cannon for reloading.

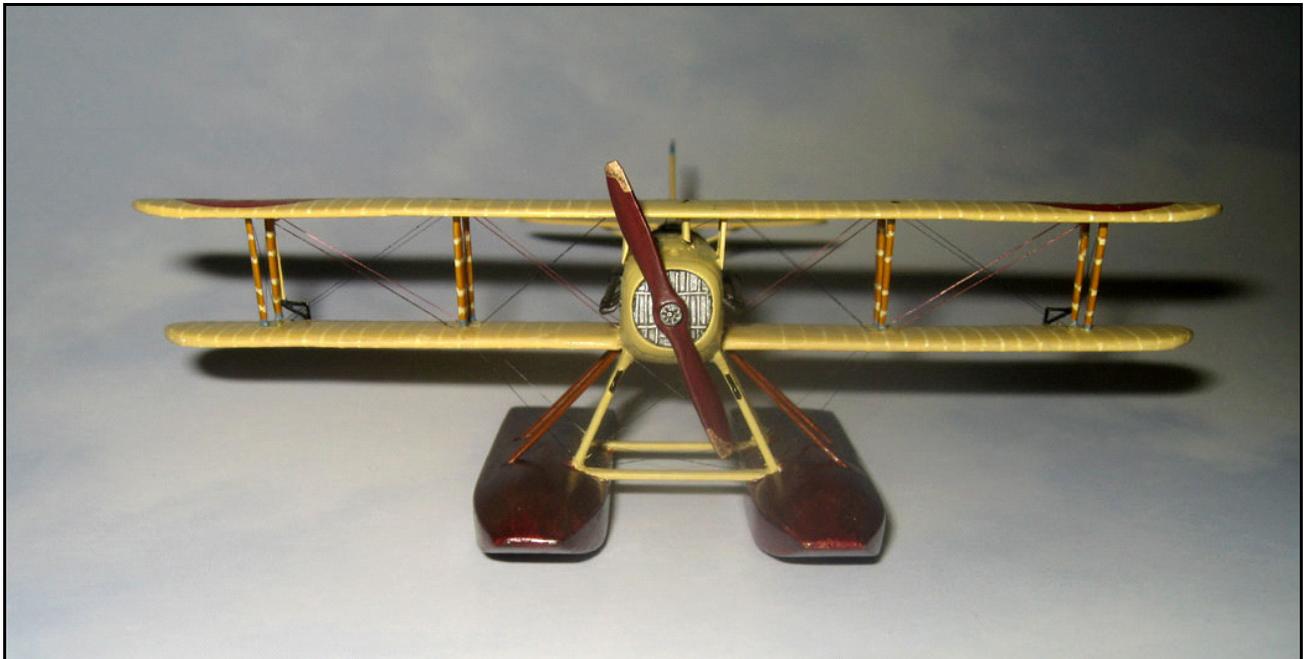
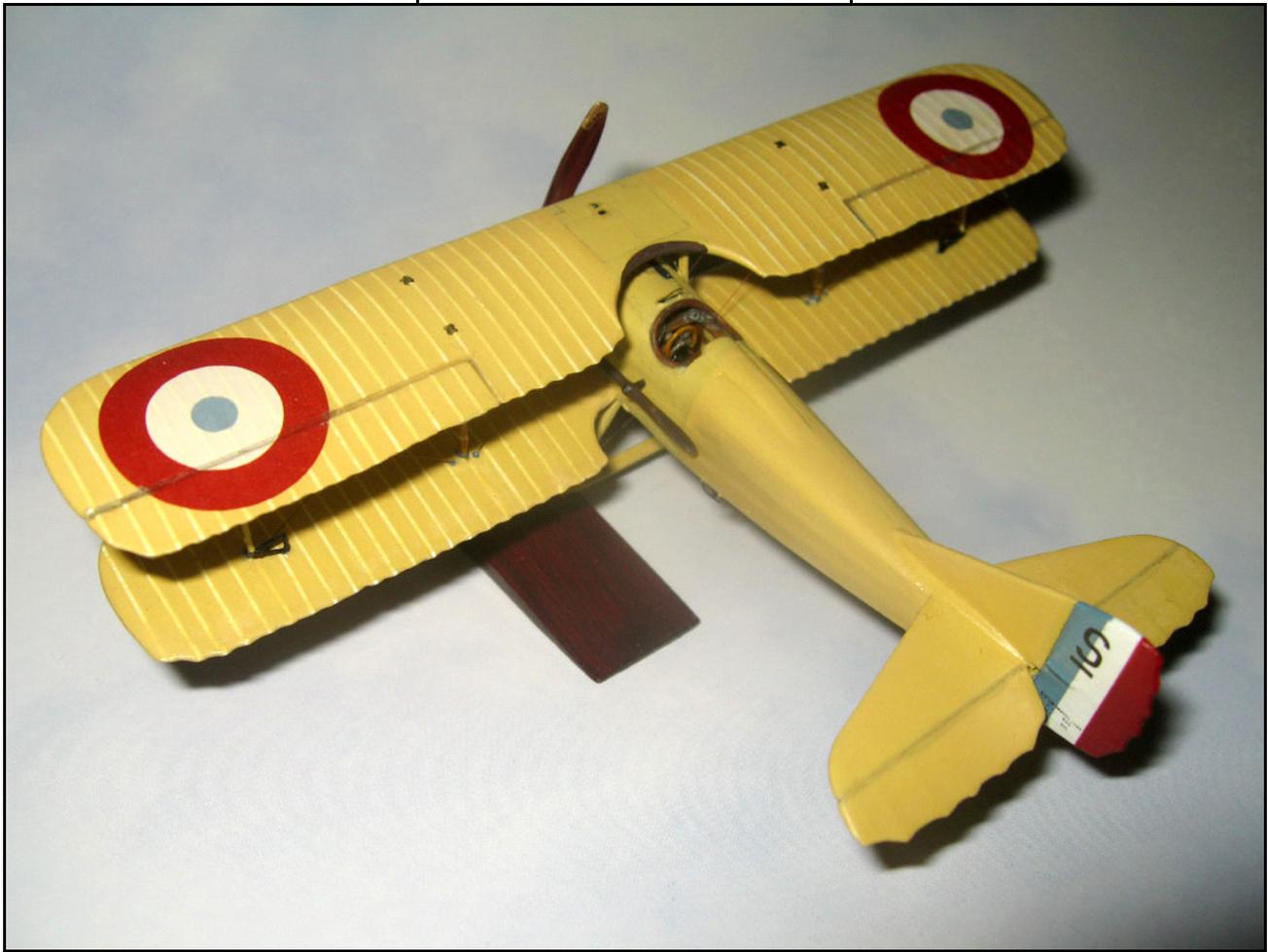
The prototype first flew on Nov. 15, 1917. It achieved a maximum speed of 127mph, which was then a record for a floatplane design. After further testing in the Paris region, an order for 15 machines was placed on March 6, 1918. This was followed by a second order for 25 machines in September 1918. SPAD built the airframes and the Levasseur firm was sub-contracted to build the floats, but unexplained delays in production meant that by July 1918 only one machine was operational at the Dunkirk fighter squadron, and only three were in service at the time of the Armistice. A year later, records show that there were 28 on hand, all at St. Raphael, a Naval base in the south of France on the Mediterranean. One SPAD XIV was flown in the 1920 Monaco seaplane race. Including the prototype, a total of 40 SPAD XIV were produced.

The Model

I honestly don't know where my penchant for building the "unbuildable" comes from. My friends, after listening to me lament the latest obstacles I've encountered, have admonished me more than once to just "build a Tamiya kit!"

My latest foray into the land of frustration has been a scratch-built SPAD XIV. More accurately, it's a mish-mash of a Pegasus SPAD XII, my spares box, and sheet plastic. It began when I saw a photograph of a SPAD XIV, wished someone would make a kit of it, and then realized I had most of what I needed to

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Johan Allert & new Vice President Mark Krumrey honor Frank Cuden by sporting the latest day-glow fashion

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create one using leftovers and spare parts. I started with the main wings from two ancient Revell SPAD XIII's I'd built in my youth which were headed for the trash. I used the fuselage from one as a test palette for paint colors and schemes. I stripped the ancient paint from the four wings, sawed them into sections and reassembled them to form the two extended main wings for the SPAD XIV.

The basics for the fuselage came from a Pegasus SPAD XII kit. I used the two fuselage halves, upper engine deck, and white metal front engine cowl. Other than these modified kit parts, nearly everything else – the complete tail assembly, all wing and float struts, and the floats themselves – were fabricated from sheet plastic. The cockpit was put together using a resin seat from Roseparts, Evergreen plastic strip, a couple of PE gauges and some other odds and ends from my parts box. The “moteur-canon” was scratch built using photos from the internet. Too bad that, once the fuselage was closed up, you can't see any of it.

The prospect of gluing the separate struts, adding the top wing and rigging it all was intimidating, until I just did it. It went much easier than I had anticipated and I had it done in a couple of evenings. Aside from trying to line up twelve independent wing struts, the most challenging part of the build was finding adequate French WW1 cockade decals. Numerous companies make WW1 French roundels but, unfortunately, none have both the correct color and size. Some are the correct size, but have glaringly inaccurate colors, while others have correct colors, but are the wrong size to

fit on a SPAD's wings. I ended up scanning decals that had the most correct colors, re-sized them to fit the SPAD and printed them on white decal paper.

I did a great deal of background research before starting this project and I tried numerous new (to me) techniques during the build. When finished, I had come to two conclusions. First, it would have been much more convenient to use Eduard SPAD XIII's with their additional included details instead of scratch-building everything, and second - my eyesight isn't what it used to be.



Thirty-seven Millimeters of History

By Ken Hornby

A while back I came into possession of a WWI “Trench Art” French 37mm shell. Etched on one side is a fairly good representation of a Spad diving on what appears to be an Albatros scout. On the other side is the famous stork insignia of Spa 3, but underneath it says “S103”; one of the two or three squadrons together with Spa 3 making up Groupe de Combat 12 (GC12) collectively known as “The Storks”. Each squadron in GC12 used a stork as its insignia, but each differed significantly from the other. I didn't think much of the inconsistency at the time I acquired it, figuring it came from some AAA unit sharing the field with GC12. I purchased it because a contemporary piece related to the Storks had to be pretty rare. More recently, while rereading Rene Fonck's autobiography “Ace of Aces”, I realized Fonck flew a 37mm cannon-armed Spad 12 for a short time and was a member of Spa 103. Spad 12's were fairly rare birds, doled out to squadrons in ones and twos and allocated to only their best pilots. I haven't found evidence that another pilot in Spa 103 flew a Spad 12. I also couldn't find any indication that 37mm guns were used in the AAA role, near airfields or otherwise.

So, do I have a relic directly related to Rene Fonck, France's highest scoring ace of WWI? I can't prove it, but the possibility is intriguing.



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standards. I chose as my subject the 1/72 Revell B-24D Liberator. The kit's first release was 1964, so it's literally 50 years old. Cobbling together aftermarket parts and decals to spruce up this diamond in the rough, required gathering of information related to the aircraft. Researching old photographs and articles is the stuff that h-i-s-t-o-r-y is made up of. Trying to separate the two from one another is like trying to remove the core from an apple without breaking the skin. It simply cannot happen. So the next time someone argues that the club should only be one thing or another, tell them it's neither and both at the same time. That will give them something to 'noodle' for a long time.



Secretary's Notes
by John Dunphy

Meeting called to order by Johan at 1:15. Pizza party started at 12:30, in celebration of the club's 48th anniversary. New member Gerald Savage. Guest Cody Rossmann. Jeff Fries presented the Gone West reading. **NEW BUSINESS:** Bob Friskney passed away 4 days after the January meeting. Frank Cuden & George Mellinger have both been recently diagnosed with cancer. Frank Cuden stepped down as club VP and Mark Krumrey graciously stepped up to be the new club VP. The club awards were handed out by John Dunphy: Modeler of the Year was Bob Maderich; Historian of the Year was Johannes Allert; Member of

the Year was Larry Donovan.

NORDIC CON: John Ross gave an update Nordic con 2014: club approved \$500 expenditure for advertising & tables.

Mark Krumrey did the Show-N-Tell.



On The Table—February 2014

Modeler	Kit	Manufacturer	Scale
Jim Kluek	B-26B/c	Hasegawa	1/72
Ken Hornby	SPAD 14	Scratchbuilt	1/72
Bob Steinbrunn	Duesenberg Straight 8 engine	Hubley	1/18
Mark Rossmann	A-6A	Testors/Fujimi	1/48
Cody Rossmann	AT-6	Monogram	1/48
John R. Ross	NABOO Starfighter	Fine Molds	1/72
John R. Ross	F-22 Egg Plane	Hasegawa	?
Don Stauffer	Ariane 5	Heller	1/125
Steve Hustad	BF-110G-4	Eduard	1/72
Bob Maderich	Bussing Truck	Revell	1/24
Erik Zabel	Lancaster-Dambuster	Revell	1/72
Erik Zabel	P-51D	Hasegawa	1/72
Mark Krumrey	Fokker DVII	Wing Nut Wings	1/32
Mark Krumrey	Nieuport II BeBe	Amodel	1/32
Johannes Allert	Hawker Hurricane I	Hasegawa	1/72
Johannes Allert	P-40B Tomahawk	Trumpeter	1/72

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

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Return address requested

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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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