

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 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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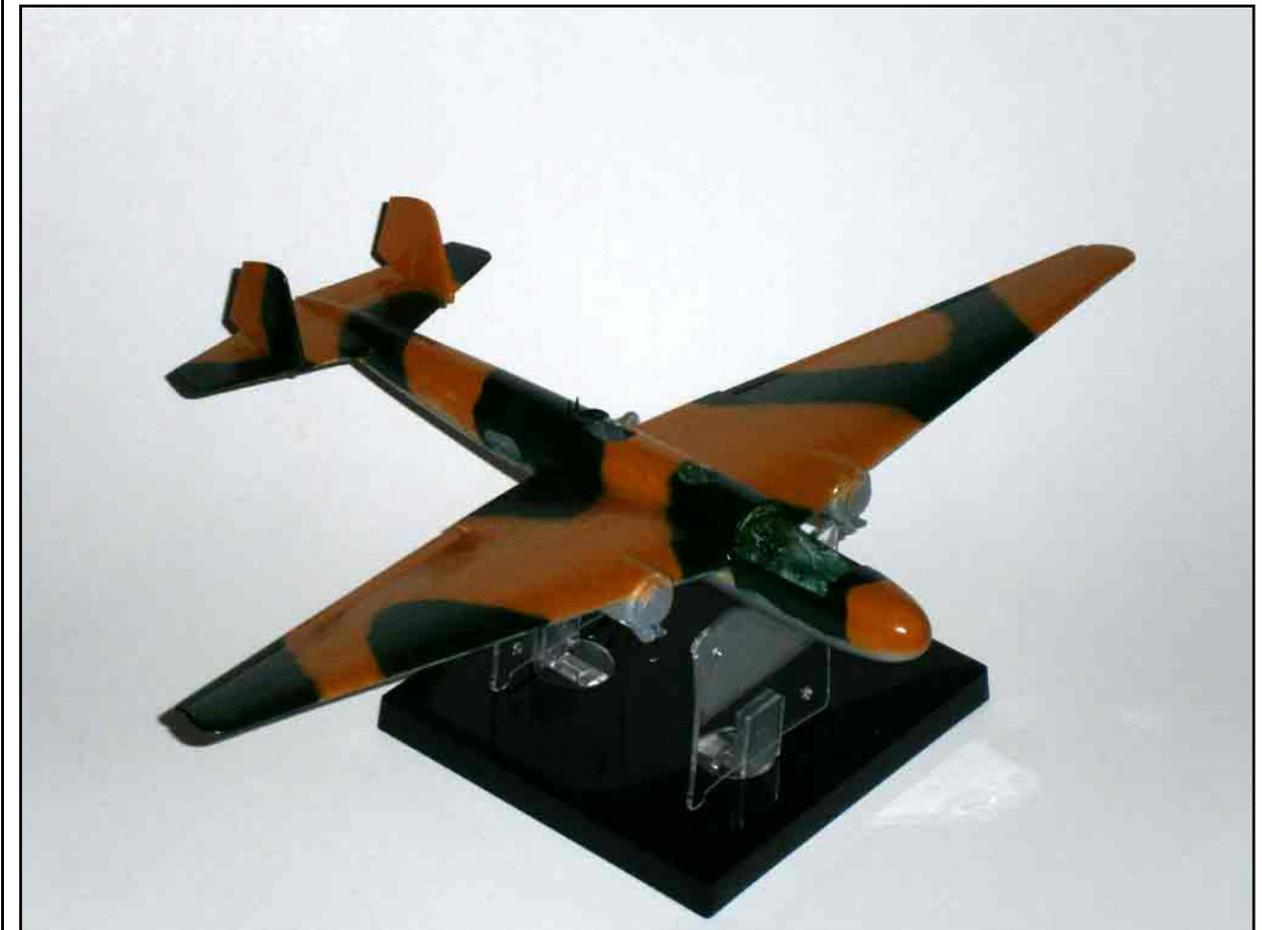
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November 2015



Hasegawa 1/72nd Mitsubishi G3M2 Nell

by Bob Arko

Introducing a New Section: Work in Progress

The idea behind this kind of article is to tell your fellow modelers about the projects you are working on. It's a chance to describe the successes or problems you are experiencing, and to ask your fellow club members for advice concerning some particularly tricky issue. To kick this

off I am writing about one of my own "not-yet-completed" projects, and some of the things I learned with it. You can see from the photos that we aren't talking contest competition level skills, just good old fashioned "havin' some fun" modeling. So don't think that what you are working on isn't worthy of writing about. This section is especially for you.

Mitsubishi G3M2 Nell by Bob Arko

This is a story about the search for the right paint.

My Hasegawa Nell has been a test bed for a number of bright ideas I wanted to try. The most radical was the type of paint. I have some experience mixing

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TCAH Officers

President, Robert Maderich II
Vice-President, John R. Ross
Secretary, Marty Agather
Treasurer, Dennis Strand
Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday November 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



Nordicon Report by John Ross

Well it's a few days past the event and I am happy to say that we had a successful event. By successful I mean in a number of areas. To start with we had just under 100 modelers enter models into the contest. We had over 330 models entered for judging, more we don't record for display only. We also had almost 100 adult spectators plus any kids they would have brought along with them. We are still running the financial numbers but I can say that we are definitely in the black and we are getting ready for the event next year. Please mark your calendars for Saturday 10/22/16 and come and join us!

The success of our event could not be possible without the help and support of a lot of people. Volunteers that want to see this happen and are willing to spend their time and energy in making sure that this happens. Some of them are very visible and others are behind the scenes and very anonymous. To everyone that helped out, by entering the models, helping set-up and tear down, renting a table (s), judging, helping in the raffle, working the Make & Take, taking pictures, taking a shift at one of the many areas, donating a kit or 10, THANK YOU! Without you this the event can't take place and certainly can't be successful.

From the Prez by Bob Maderich II

Welcome to the November newsletter.

I've only got a few thank you's and reminders this month. (I know you're disappointed).

First off, thanks to Marty for a very nice painting presentation at the October meeting. (Now I know what I'm doing wrong).

Secondly, I look forward to this month's seminar. It will be presented by award winning ship modeler Jim Kloek. He will cover the basics of ship building, so come prepared with questions for Jim.

For the December meeting, we will be doing our annual "White Elephant" gift exchange. It's a fun event and you may even get a kit you want to build!

And finally, remember that January is the Club contest, plus the Club Challenge.

We've got some business to attend to at the November meeting. First off, we've got a member of the CAF coming to address the club. Dennis Strand met with him earlier and he will be asking us about display possibilities from the club.

Finally, we will review the Nordicon show. It was a roaring success and I want to personally thank all of the people who helped with the show. See you in November!!



Now the fun for next year is already underway....



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maybe I don't need to apply a coat of Future. I see more experimenting in my future (small F).

I went through all this to re-learn that nothing beats a good quality airbrush for applying a finish, and that it is best to use paints that are designed specifically for modeling. Now I've got to think of some other off the wall technique to inflict on my poor, suffering Nell.



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old airbrush. It's a Badger 150 double action internal mix bottom siphon with an intermediate sized needle (more stuff I learned watching YouTube videos). That means its got enough adjustable doo-hickeys so I can spray a reasonably wide pattern, or stop it down to a very narrow squiggle. Using the edges of the paint I already had applied, but didn't like, to mark the camouflage pattern, I sprayed the new colors without masking. After blocking in with a wide spray, I used a narrow spray to finish the edges of the top (green) color. That let me clean up the edge of the blocked in color with a soft, sprayed edge that feels like a to-scale representation of the field-applied paint jobs seen in refer-

ence photos. Finally, something I liked.

In this process I was faced with another modeling quandary: What kind of thinner to use? There's a lot of discussion of this topic on the internet, and demonstrations on YouTube, but once again my ego raised its hand and said "I know more about that than those guys do". I grew up working in my Dad's Auto Body shop and learned to tell the difference between lacquer thinner and enamel reducer by the smell. Later, I got some chemistry experience and learned that lacquer and enamel thinners used aromatic (ring) hydrocarbons for solvents, while plain vanilla "paint thinner" relied mostly on straight chain alkanes. That's why they

smell different. The odor I learned to associate with lacquer thinner is toluene (the stuff you smell in Testor's old tube glue) and enamel reducer smelled like xylene. So when I was at the hardware store and found pint containers of toluene and xylene, as well as acetone and MEK (methylethyl ketone) I bought an armload and turned my workshop into a hazardous materials site. I used the straight xylene as an enamel thinner, both to thin the bottle paint and to clean the airbrush. If you thin the paint with too much xylene (I tried 1 part paint to 2 parts xylene) you get a rather glossy finish, even with otherwise flat paints. This is supposed to be good for applying decals, so

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Airline Chatter
by Terry Love

Cuba and the US have started talks about renewing airline service to Cuba from the US.

Boeing has such a backlog of 737-800 orders, that they are considering building an assembly plant in China. Part of the deal is that three Chinese firms (leasing company and airlines) will order at least 250 Boeing 737-800s that will be assembled in China. Deal was made through the Chinese communist government. Another order for 50 wide-bodied airliners, brings the value of purchased aircraft to \$38 Billion for the 250 737-800s and the 50 wide-bodied airliners.

Emirates Airways parked its last Airbus A-340 on October 3.

Air India will begin the world's longest airline route on December 2 from Delhi to San Francisco using Boeing 777-200ER aircraft.

Cathay Pacific recently took delivery of their 70th Boeing 777, making Cathay Pacific the largest operator of the Boeing 777 in the world.

Lufthansa flies to 261 destinations in 101 countries of the world.

Delta Airlines is adding Minneapolis to Rome route next May 26, using Boeing 767-300 equipment.

British Airways retired its last Boeing 737.

Air France cut 2,900 employees and retired their remaining 14 Airbus A-340s.

Boeing did it again. They are

upping the Boeing 737 production rate to 62 per month. This includes bringing on to line the new Chinese factory. Boeing has a backlog of 4300 orders for the 737. Boeing is also upping the production rate of the Boeing 787 Dreamliner to 12 per month.

United Airlines is adding three new destinations from their San Francisco hub. They are Tel Aviv, Israel, Auckland, NZ, and Xian, China.

Singapore Airlines will begin next year, the longest route in the world. Singapore will fly non-stop from Singapore to New York City using Airbus A350LRs. It is 8,700 nautical miles (10,003 miles) and will take 19 hours burning 165,000 litres of fuel (43,560 gallons).

EVA Airlines of Taipei, China ordered 26 Boeing 787 Dreamliners for about \$8 Billion.

Delta Airlines oil refinery in Pennsylvania produces about 200,000 barrels (42 gallons) of jet fuel per day. This provides Delta Airlines with about 80% of domestic fuel needed.



Research Help Needed
by Noel Allard

Peter Strommen, a friend of member Noel Allard, is researching the Grumman F8F Bearcat. He has asked if any of our members having material on the Grumman F8F Bearcat would be willing to share. He is looking for books, memoirs, photos, etc. and would be willing to purchase same. Contact him at peter@pdinstore.com if you can help.



Treasurer's Report
by Dennis Strand

Last month we incurred expenses for a posting fee for our club web site and 2015 rent for our meeting space at Fleming Field. This total came to \$308.05.

We had an additional seven members pay dues for 2016, which gave us an income of \$105.00. Our current number of paid members for 2016 is 15.

It is important that all current members pay their dues during the next couple of months, as this is our only revenue source for the remainder of the year. If you can't make the meeting, you can send your dues to me at: 833 Manomin Ave., St. Paul, MN 55107. If you would like your membership card mailed to you, please include a self-addressed stamped envelope. Membership is \$15.00, but remember, after December 31, 2015 there is an additional \$5.00 late fee tacked on.



Correction

Frank Cuden's model from last month's On The Table was a 1/72nd Emhar F-3H Demon.



November Visit from the CAF
by Dennis Strand

A visit from the Commemorative Air Force

Todd Lofquist, from the CAF is expected to visit us at our November meeting. He will share some ideas about establishing a display of model aircraft from TCAH, along with information about the club, in the CAF hangar. This would be a good promotional opportunity for us. Think about bringing some of your models to the meeting and show him what we can do.

By the way, Mr. Lofquist is building a 1/72 scale replica of the USS Hornet's flight deck as it was during the Doolittle Raid and has mentioned an interest in 1/72 scale B-25s.

See you there.



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artist's acrylics based on the pigment in the paint (data that is difficult to find for modeling paints), so I decided to try to get the colors I wanted by mixing that medium. I chose Golden's liquid acrylics so I could brush them, and went to work.

Bad idea. While I could control the color by the pigments I mixed, I couldn't thin it enough to apply it without brush strokes showing. This may be a desirable property on a canvas, but not on a styrene model. So, out with the sandpaper and try to remove the brush marks. I was not entirely successful, but I declared it "good enough" and moved on.

I accepted the fact that I was going to have to use paints that were designed for modeling, so I headed for the hobby shop. I hadn't used my airbrush in a long time, and had it packed away, so I decided to try spray cans for

convenience. I was a bit disappointed in the range of available colors (remember, I'm a pigment snob). But I chose what I thought approximated the green and brown camouflage of the Imperial Japanese Navy, and began the next phase.

In some research somewhere (I really need to keep better track of this stuff) I had read that what appeared to be IJN gray on the underside in black and white photos was really aluminum, and the IJN didn't paint the underside of these Nells at all. I used a spray can of aluminum to paint the underside, and when dry masked off the wavy demarcation line.

I sprayed the plane a medium brown color, and masked off the camouflage pattern. I sprayed a dark green (I've since mislaid the spray can covers,

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and with Tamiya cans that's the only place they actually identify the color by name and number) so I no longer know which colors I actually used. But, at least the result hid some of the underlying brush marks.

When I removed the masking tape, I was reminded of something I should have remembered from past experience (must be too far past). Spray can build up against the edge of the tape, and leave an annoyingly noticeable thick edge. I tried to reduce the height of the edge using a pencil eraser, and then fine sandpaper, and wound up needing to dress up the result. Since spray cans have such a wide, uncontrollable cone of

spray, I tried to fix things with a brush. The Internet and YouTube have some nice videos about how to decant paint from a spray can, but for a quick and dirty fix I just sprayed a puddle and dipped my brush in it.

Once again I was faced with the undesirable effects of a paint brush. After a determined struggle it was time to reach for the sandpaper again.

At this point I realized that the color choices I had made resulted in a plane that looked more British than Japanese. So, back to the hobby shop to search for more "accurate" colors. (In another column I may get into things like aerial perspective, fugitive pigments, and damage

from ultraviolet light and how these could affect the "right" color for a model, but for now "accurate" means "made me feel good").

I settled on Floquil Marine "Orange Ochre" and Model Master Enamel "Japan Army Navy Green". I also found a blue-black color in the Badger Model Flex line called "Wabash Blue". This made me think of "Mitsubishi Cowl Black", so I am going to use it on the cowls of this and my other models of Mitsubishi aircraft.

Now that I had gone to the trouble of hunting down colors that suited me, and they came in bottles, it was time to dig out the

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