



Hasegawa 1/48 F-4EJ kai

by Mark L. Rossmann

Far East Phantom

by Mark L. Rossmann

History: The Phantom II was exported to 11 other nations, and continues to serve in a military role in some parts of the world. Japan selected the F-4 Phantom II as its new fighter at the end of the 1960s replacing earlier U.S. models like the F-86-40 and F-104J. Japan became one of the few countries that license-produced this aircraft. The Japan Air Self-Defense Force, received

a total of 154 F-4EJ and RF-4Es. While the F-4EJs were built almost entirely by Mitsubishi Heavy Industries, RF-4Es were bought directly from McDonnell-Douglas.

Due to Japanese military limitations prohibiting air-to-ground ordnance, the F-4EJs were delivered without the AN/AJB-7 bombing computer system and also did not have an air-refueling probe or receptacle.

McDonnell Douglas built the

two prototype F-4EJs, which first flew on 14 January 1971. The next 11 aircraft were assembled in Japan and the first Japanese-built example flew on 12 May 1972. Mitsubishi built all the EJs over the next nine years and the production ended with 127th F-4EJ, on 20 May 1981, being the last F-4 built in the world

The F-4EJ entered service with the JASDF in August 1972 with a total of six *Hikōtai* ("Squadrons") operating the air-

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TCAH This Month

The monthly meeting will be held Saturday August 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 Bob Maderich II

As I write this message to you, I'm prepping for the trip to the Nats in Columbus, Ohio. I'll try to write up a nice overview for the August meeting or for the September newsletter. I'm proud that we at TCAH are sponsoring an award and will make our presence felt at the show.

Our speaker, unfortunately, could not make the July meeting, but Mark promises a return engagement. I'm looking forward to Merrill's "Fokker Scourge" presentation at the August meeting and maybe a surprise visitor in September.

Just two points for you this month:

1) With Nordicon approaching, PLEASE make an effort to go thru your stash and donate what you can to the raffle at the show. The raffle does very well financially and helps to fund the show.

2) REMEMBER, take that old kit from the back of your closet and build it for the Club Challenge. It would be great to have a good number of models on the table for the January contest.



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craft: the 301, 302, 303, 304, 305 and 306th. The RF-4EJ equipped the 501st, that had previously operated one of the less-well-known Sabre models, the RF-86F.

As of 2007, Japan has a fleet of 90 F-4s currently in service. To keep the fleet flyable the JASDF planned the F-4EJ Kai (Japanese for "modified") program. This involved 110 aircraft, later reduced to 96, which were upgraded with Apg-66 radar, ground attack capabilities and most importantly, ASM-1 or ASM-2 anti-ship missiles. This boosted their capabilities in the anti-shipping role; The Phantom upgrade added several other air-to-surface weapons to the F-4, including bombs and rockets.

The F-4EJ Kai first flew on 17 July 1984, and first F-4EJ Kai was delivered on 24 November 1989 to the JASDF 306th Squadron. It was fitted the smaller and more lightweight AN/APG-66J pulse Doppler radar and a heads-up display resulting in a lookdown/shootdown capability. The central computer was updated, as well as the J/APR-6 homing and warning system, IFF system and the inertial naviga-

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Airline Chatter

by Terry Love

Boeing is cutting the production rate of their 747-800 to one per month.

LOT, the Polish airline, wants to double its size in the next 5 years.

Delta Airlines said the Boeing 747-400, N604US, flew through a severe hail storm on June 16 over China. It will probably be scrapped since it was damaged so severely. Delta is planning to retire all of their Boeing 747s by 2017. Aircraft is in Seoul, Korea. The extent of the damage is not known. Delta brought out of storage Boeing 747-400, N671US, as a replacement for N604US.

Airbus announced an order from the Chinese Communist Government for 45 Airbus A-330s and options for 30 more. Order is worth about \$25 Billion.

Air China is adding a third daily flight from Los Angeles to Beijing using a Boeing 777-300ER. That is about 1,000 seat daily capacity.

Atlas Air, the all cargo airline, is pulling a Boeing 747-400 freighter out of storage, due to a growing cargo market. Atlas is also purchasing two Boeing 767 airliners for conversion to freighters. Atlas fleet has 10 Boeing 747-800s, 23 Boeing 747-400s, and 2 Boeing 747-400s and 3 Boeing 767-300s providing passenger service to the U S military.

Boeing is raising the prices of their airliners by 2.9% to cover raising labor costs. By 2020, a 777-300ER will cost about \$400 million if ordered now.

American Airlines will be using their new Boeing 787 Dreamliners on the Los Angeles to Shanghai, Los Angeles to Sao Paulo and Chicago to Tokyo routes.

China Aviation Supplies, a Chinese holding company, ordered via the Chinese Communist Government, 45 Airbus A-330s, with options for 30 more. All aircraft would go to Chinese airlines. Chinese airlines presently operate 980 Airbus A-320s, 450 Airbus A-330s, and 5 Airbus A-380s. With the options, deal is worth about \$25 Billion.

Air Canada will operate Vancouver to Brisbane, Australia using their new Boeing 787 Dreamliners.

Southwest Airlines will hire 650 customer service representatives this year.

Boeing announced an order from China Eastern Airlines for 50 Boeing 737-800s worth about \$5 Billion. It was ordered through the Chinese Communist Government.

Federal Express ordered 50 Boeing 767-300 freighters for \$4.5 Billion. Fed Ex also has an option for 50 more. Fed Ex will then retire the Airbus A-310 in 2016, and all DC-10 freighters by 2020.

Treasurer's Report

by Dennis Strand

There was very little financial activity for the club last month. In fact, there was none. There were no expenses and no income, so our balance remains at \$4725.50.

In September we begin our "membership drive". Our annual dues are \$15.00 per year for everyone. Current members who have not paid their dues by December 31 incur a \$5.00 late fee. New members may join at any time during the year for the standard \$15.00.

I would like to encourage anyone with an idea of how we may increase our membership to share it with everyone at the August meeting. I count 77 current members on our updated roster. However, 8 of these people are life members and do not pay dues. That leaves 69 paid memberships. We need 67 members to pay dues in order to total at least \$1000.00 revenue, which is our target sum in order to maintain our current bank total throughout the year. This does not leave a big margin. I was thinking about offering a discount or even a free one year membership for anyone who recruits a new member. We have time to put any new policy into action this year. If we find at the end of 2015 that we have declining revenues, we can always consider an increase in dues, but I for one, do not want to go there. Anyway, use your creative minds and give it a thought. See you at the August meeting.



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tion unit.

The first F-4EJ *Kai* aircraft were delivered to the 306 *Hikōtai* at Komatsu, but within a few years they were replaced by F-15Js. In April 1994 the F-4 strength was reduced to three squadrons.

Specifications:

Crew: 2
Engine: Two - GE IHI J79-GE/IHI

Max Speed: Mach 2
Weapons: M61A1 20 MM Vulcan Cannon
Air to Air Missiles

Model is well manufactured as with most Hasegawa kits. The worst part of construction was adding all of the small decals. Took me about 10 days to do that.

Paint: Gloss Gull Grey over flat white Testors rattle cans.

Decals: from CAM – 48-044 Phar East Phantoms

Markings:
Serial #: 37-8323
Modex: 323
#301st Squadron, 7th Air Wing (JASDF) 1988

References: Hasegawa Instruction sheet.
Wikipedia
Cam Decals



1/144 Scale E-2C Hawkeye
by Frank Cuden

This is my latest completion, a combination of the 1/144th scale Fox One and OzMods kits of the C-2 Greyhound, and the Revell E-2C Hawkeye kit, also in 1/144th scale. Landing gear came from the Revell kit while various bits and pieces came from the other two kits, with the

Fox One kit providing the basic airframe components.

I used Testors Model Master Gloss Light Gull Gray for the upper surfaces and Testors enamel Gloss White for the underside. I bought thin electrical tape from Home Depot, cut into thin strips, to complete the scalloped camouflaged demarcation line. Prop tip decals came from the Revell kit and the

National Insignias were sourced from my decal stash. The rest came from both Fox One and OzMod's decal sheets.

I sprayed Testors Dullcoat over the entire model and then used various pastel powder shades to add some subtle weathering to the model. The full build article will be submitted to *FineScale Modeler* magazine. 







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

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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