

## 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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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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Search for one of your passions, click images. Go to You-Tube. If you spend any amount of time clicking links, I GUARANTEE that you will find something that turns your crank and gets your cylinders firing.

No matter what your genre or interest, chances are good that you can use these techniques to rekindle the flame of passion. Then, all you need to do is listen to your muse.



(Continued from page 4)

I had read that Silly Putty had some great features compared to masking tape. You can sculpt it with your fingers to mask a wavy demarcation line; it sticks to itself better than to most anything else, so its easy to remove; and you can just knead the paint it picks up into the ball of putty, and its ready to use again. I found that it is easier to work into tight or restricted areas of the model than is a piece of tape. The photos show where I applied it, and how the demarcation line appeared when I removed it.

The photos also show what happens when you don't clean skin oils or other oily stuff from the plastic before you paint and mask. Some of my paint stuck to the masking tape better than to the model.



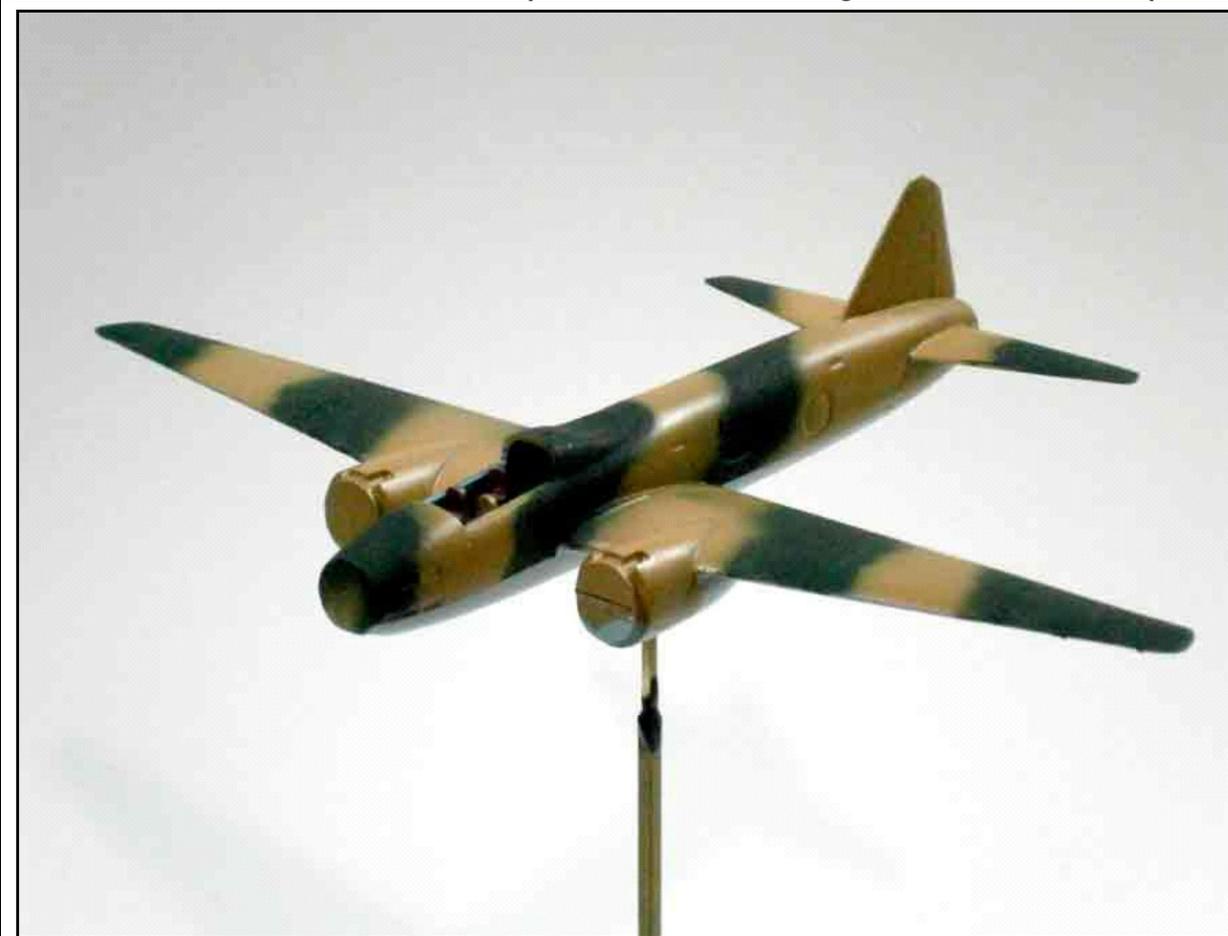
# The Aero Historian



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

April 2016



**Minicraft 1/144 Mitsubishi G4M1 Betty**

By Bob Arko

### Work In Progress by Bob Arko

One of my current projects is a 1/144 scale Mitsubishi G4M1 Betty. I'm painting it in the early war two-tone camouflage called Kumogata. The aircraft were delivered to the navy in Natural Metal Finish (unpainted aluminum). Camouflage was applied at the depot level, or in the field, without primer. As a result, the

paint peeled severely with use and age. So, there's lots of potential for weathering the final finish.

I found a discussion on the J-Aircraft.com website that asserted that the Japanese did not paint the bottom of these bombers, but left them in NMF. The bare aluminum oxidized with time, taking on a dull sheen. In black and white photos, the dull aluminum looked gray, and for a

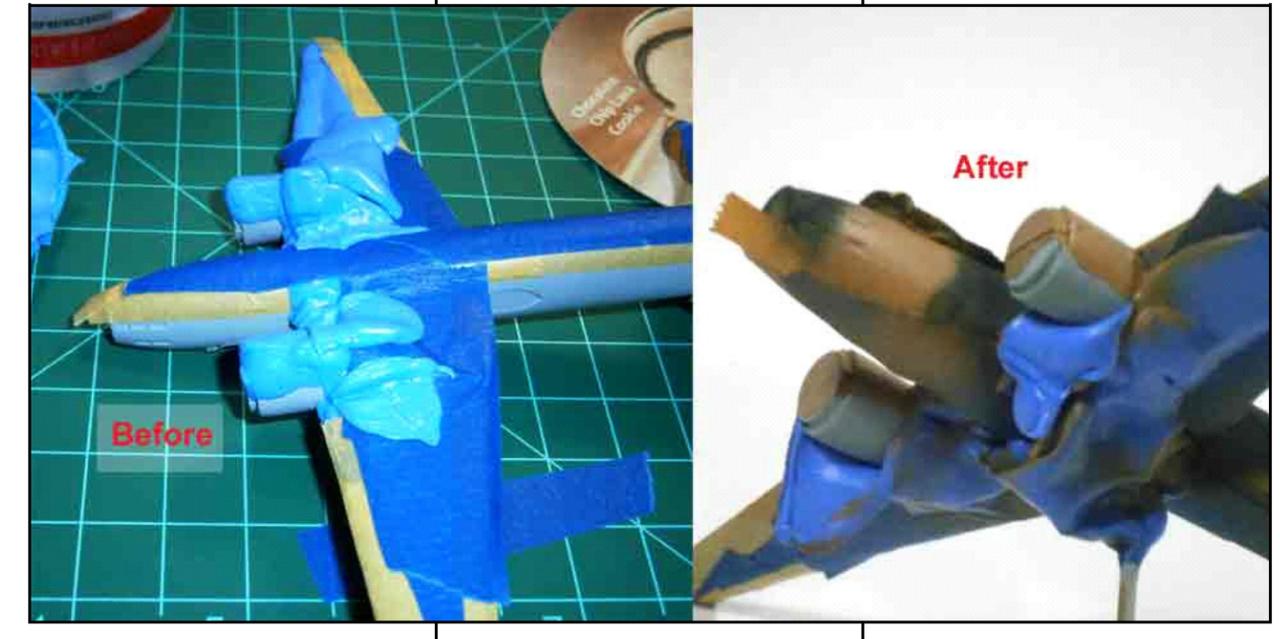
long time this was the basis for assuming that the underside of Japanese Navy bombers were painted "light gray". Still, a light gray model paint simulates the effect, so that isn't necessarily wrong.

I tried some new (to me) techniques on this model:

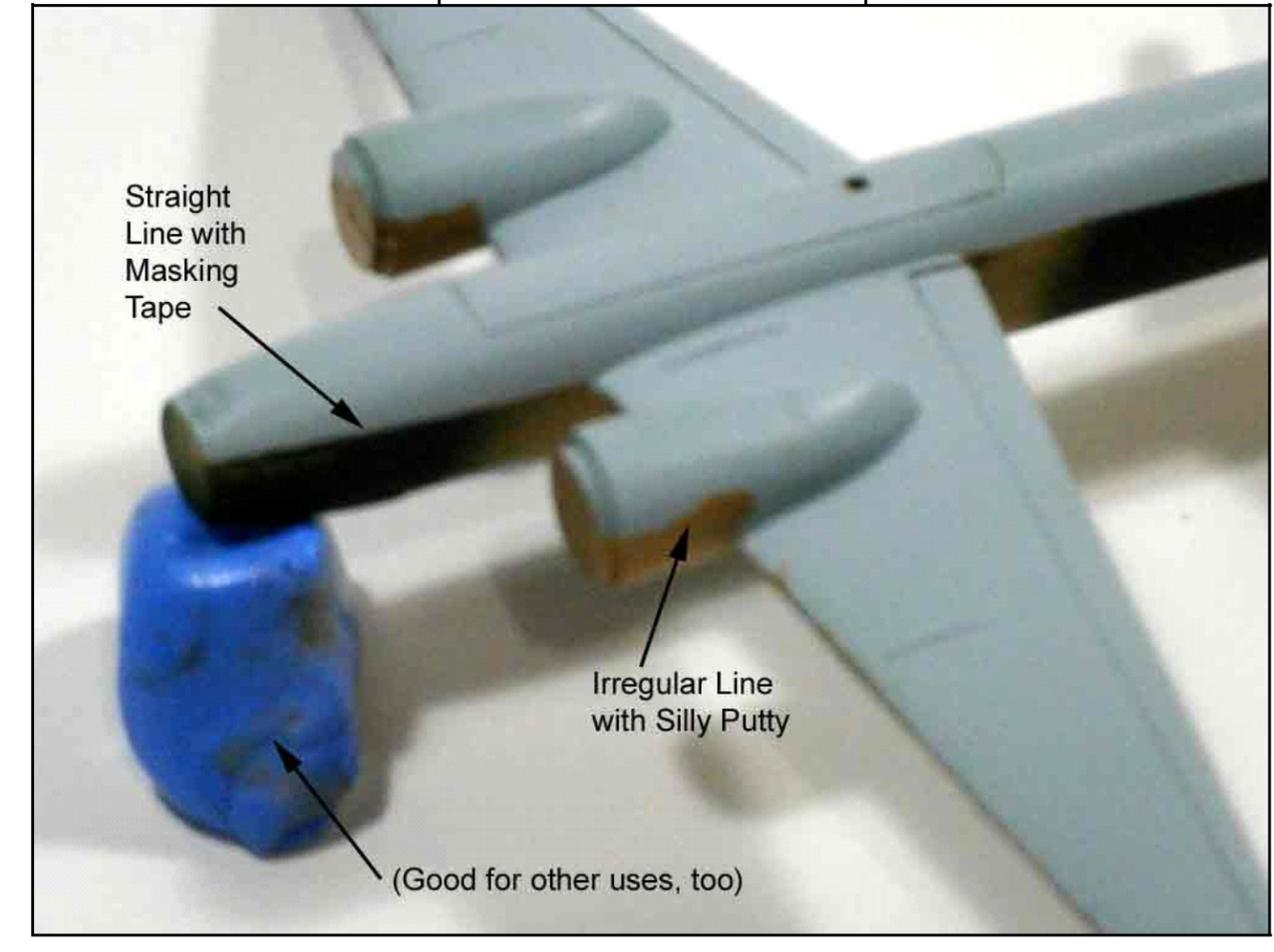
- I used super glue as a filler;
- I used artist's acrylic

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<p align="center"><b>TCAH Officers</b></p> <p><b>President</b>, John R. Ross</p> <p><b>Vice-President</b>, Robert Maderich II</p> <p><b>Secretary</b>, Marty Agather</p> <p><b>Treasurer</b>, Dennis Strand</p> <p><b>Historian</b>, Tom Norrbohm</p>	<p><b>From the Prez</b> by John R. Ross</p> <p>Wow! What better word can I use to describe our auction last month. I wanted to make sure we did better than the year before and we didn't disappoint. First I want to personally Thank Bob Maderich, Bernie Kugel and Marty Agather for their help pickup, gathering ,sorting and transporting our gift from Bob Bailey. It took a good part of a Saturday just to collect and more time to sort and prepare many of the items. Thanks also to our auctioneer's without which we could not have had the auction: Bernie Kugel, Bob Maderich, Merrill Anderson, Axel Kornfuehrer and Larry Donovan. You all worked like a well-oiled machine inn getting through all that material by 3:30. Dennis Strand and Marty Agather get a big Thanks also for doing all the administration during the auction. They recorded and tallied all the bids and then acted as the muscle to collect after the event. Finally Thanks to all the Members and others that donated and purchased items.</p>	<p>Without you we'd still be carrying stuff around in our trunks, or storing them in basements and garages.</p> <p>While we did extremely well, we did not break the record. We were up 43% over what we made last year or just over \$1,400, I'll let the Dennis give you the details in his reports. I'm told we once had an auction that garnered over \$1700 a number of years ago, thanks in large part to some Sand from Iwo Jima, so if we are going to work to shatter that record we'll have a lot of work ahead of us...</p> <p>This month is our awards and club luncheon. We are working on putting together a presentation for this month but it will have to be a surprise since we don't have something firm lined up already. Bring your appetites and be prepared for the awards and we'll see you at the next meeting.</p>
<p align="center"><b>Newsletter Info</b></p> <p>Article Submission Deadline: 22nd of each month</p> <p>Editor <b>Bob Arko</b> 6417 Rice Court Lino Lakes, MN 55014 651-481-8887 boba@arkokraft.com</p> <p>Send Change of Address Notice to: Dennis Strand</p>		
<p align="center"><b>TCAH This Month</b></p> <p>The monthly meeting will be held Saturday April 9, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.</p>		



<p><i>(Continued from page 6)</i></p> <p>warms the body and the soul. If your favorite research topic is modern aviation, rather than trying to do the definitive study of supersonic test flight, perhaps a biography of Scott Crossfield might be a way to rekindle your passion.</p> <p>4) Mine a New Vein Sometimes familiarity breeds contempt. Maybe you are burned out with only modeling Korean war era subjects. Perhaps a turn with a Wing Nut biplane will be the source of a new passion.</p> <p>5) Watch Some TV No, I'm not suggesting you endure the brain drain of "Vapid Housewives of Brentwood" or other drivel. Just Say NO!</p>	<p>Jump over to History, Smithsonian, or NatGeo. They all have great programming that can give you some ideas, and get your muse flowing. A couple of nights ago I found a show on Gabby Gabreski and immediately got hooked. There just might be a P-47 in my future.</p> <p>6) Spend Time at the Table At any of the monthly TCAH meetings, there is inspiration galore if you're open to it. Members put their work on the table, and then tell the rest of us a bit about it. Every month there are a range of projects. Military or civilian, floating or rolling, current or from pre-history.</p> <p>Maybe you don't really care</p>	<p>a whole lot about my ASAT project, but it reminds you that you've got something in the stash for that project on the Fighter Test Wing out of Edwards AFB. Or perhaps you love the way Erik got that metallic finish on his Nautilus, and it is just what you need for your Terminator bust. Seek that member out and ask him how you can use what he did to help on your project.</p> <p>7) Surf's Up! All I can say about the internet is that nothing has been invented that can deliver 473 million rabbit holes faster than the world wide web. How do I know? I personally have been down 239 million of them myself.</p> <p align="right"><i>(Continued on page 8)</i></p>
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## When the Muse Strikes, Start a Project!!

by Marty Agather

In common usage, the muse is a source of inspiration. But now that the internet is an always available and powerful research tool, I can also tell you that in Greek mythology, Muse refers to any one of the nine daughters of Zeus and Mnemosyne, the personification of memory.

Muse has long been a part of my historical bent and modeling experience, and perhaps part of yours as well. How often does Muse strike you, and how do you leverage her in your hobby? I thought I would share a bit about how she influences me and that might strike a chord or maybe even energize your efforts.

In my earliest modeling, there was no room for muse. Parts got glued together, maybe a little paint and decals, and then I and my creation were off: either zooming through the skies, tracking the dirt or shooting the rapids in the local creek. My imagination was stoked by the completion rather than the project.

As I got into high school, I had a good job and some disposable income, and I would purchase modeling magazines. I'd browse the local hobby shop shelves; purchasing a reference manual or new model.

In addition, one of the three brick and mortar Squadron retail locations in the country was 30 minutes from my home. They had an extensive collection of completed models and I would con my mother as often as I could into driving me over to see what they had. Seeing the work

of modelers who had far better skills than I in pictures or real life started both my imagination and fingers working.

Today the sources of inspiration are widely varied. Cable television, books, magazines, reference documents, personal interactions with others, our fellow club members, and of course that good old friend the internet. All it takes for me is seeing something that triggers a hot button.

A classic example from my past was a neighbor who I vaguely knew in passing. As I got to know him better, I learned that he had been a naval carrier pilot flying EA-3B Skywarriors. At the time I didn't know what a 'Whale' was, much less the specific differences between an EKA and ERA. A little bit of research and now I've got a project under way to build a replica of one of the aircraft he flew.

Heck, the Muse even smacked me right between the eyes after last year's auction. I ended up with two F-15's, and after examining the contents of each box, I looked at some ordnance and wondered: "What is this gizmo? Could this be that anti-satellite missile they tested back in the day?" After a bit of research, I had confirmed that for some reason Academy thought that the ASAT should be included with their F-15E. Their goofiness was my good fortune when I realized that I could update the first gen Tamiya F-15A I had also picked up at the auction with some aftermarket bits and actually recreate the Air Force's anti-satellite bird.

My involvement in this hobby is a series of ebbs and flows. At times, modeling and research are the furthest things from my

mind. At other times I'm on fire, and my thirst for knowledge and desire to create are unquenchable.

If the Muse has you by the throat and won't let you sleep, more power to you! Follow her lead and indulge your passion. But if you are on the other end of the spectrum, in the desert, parched and listless, I've got a couple of suggestions that might help.

### 1) Start Small

We all have visions of grandeur. That big diorama or the definitive series on Luftwaffe operations on the Eastern Front. Too many times though, those dreams crash upon the rocks of our limitations of time and ability. A good way to get back to the pleasure of the hobby is to start a project that isn't all consuming. Dave Heffernan said it well at a recent meeting: "When I decided to get back into the hobby, I started with a Tamiya P-51, because there isn't anything easier."

It is an old saying for sure, but nothing succeeds like success. If your re-engagement project is small and achievable, the odds that you will finish and get re-energized are far better than if the project is a death march.

### 2) Go Slow

A corollary to starting small is to go slow. Rather than planning to do an all day building session, start with a limited goal. Get the base cockpit color painted. Glue the barrel, muzzle brake and mantlet together. Read the first chapter.

### 3) Find an Old Friend

A familiar topic is like an old sweatshirt. It's comfortable and

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## Airline Chatter

by Terry Love

Boeing received a net order for 743 airliners in the year 2015. Boeing delivered 755 new airliners in the year 2015 - 457 of the deliveries were 737-800s. Boeing delivered 723 new airliners in 2014. To date, Boeing has received 13,038 orders for the 737 models. Boeing has a backlog of 5,700 orders valued at \$500 Billion (that is a half a Trillion dollars!) Breakdown of the 2015 orders is as follows - 737-800s - 633 orders, 787 Dreamliner - 47 orders, 777 - 58 orders, 767 - 49 orders, and 747 - 6 orders.

Boeing delivered 202 airliners to China in 2015. 28 were 777s. In the year 2014, Boeing delivered 365 to China. China is the largest purchaser of Boeing airliners in the world.

2015 - U S airlines flew 798.4 million passengers - 84.5% of all seats were occupied of the 1.07 Trillion seats available.

Spirit Airlines ordered 75 Airbus A-320s. Cost will be around \$7 Billion.

Iran Air needs modern airliners now. They have not bought any airliners since 1979. So they are buying some of Lufthansa Airbus A-340s.

Airbus announced that the first Airbus A-320 to be built in America

(Mobile, Alabama) flew on March 20. It is being delivered to Jet Blue.

United Airlines ordered 25 more Boeing 737-800s valued at about \$2.8 Billion.

Air China ordered 12 Airbus

A-330-300s for \$2.93 Billion.

Boeing is adding to its Museum of Flight, the very first Boeing 727, N7001U. Flown by United Airlines for 25 years, the 727 was manufactured on 27 November 1962, and made its first flight on 3 February 1963. It flew 64,495 hours and 48,060 landings with United. United paid \$4.4 million for the airplane, and earned more than \$300 million during its career.

Amazon (yes, that Amazon !) is now leasing 20 Boeing 767 freighters to handle their deliveries.

The United States and Cuba have signed an agreement to let U S airlines fly to Havana, Cuba. American Airlines, Delta Airlines, United Airlines, Southwest Airlines, and JetBlue are all scrambling for the 20 open slots, and 10 flights to each of Cuba's 9 international destinations.



## Gone West—Henry Fisher

by Noel Allard

For many of the newer TCAH members, the passing of Henry Fisher might go unnoticed. Henry Fisher played a big role in the early life of TCAH. He should be remembered as one of our most significant members and patrons. The TCAH was just a small new club in 1970 when Henry Fisher was hired by the Registry Hotel Corporation. He opened a new hotel on the strip in Bloomington. Henry was a fireball of enthusiasm for aviation and when we asked if we could have the use of the Registry ballroom for our first Mini Air Expo in 1974, Henry worked it out so that we could have the space free of charge over Easter

weekend. For many years following, Fisher made the Registry, and later the Marriott Hotel, our home on Easter weekend for the Mini Air Expos we still remember fondly. Over the years most of us can recall some memorable displays, but it was the Mini's that started it all - and they were fun!

Fisher was a pilot, and later bought one of the first hot air balloons registered in the state. He flew it for years. In addition to that, I can remember a 1977 commemorative dinner honoring the 50th anniversary of Charles Lindbergh's flight to Paris, staged by Fisher at the Registry. All of the areas most significant airmen and buffs attended and it featured a model of the Spirit of St. Louis pulled along a suspended wire, traversing the length of the ballroom, passing from New York at one end to Paris at the other. And, you may remember, or have heard of the notorious P-38 Convention staged back in the 1980s. Fisher provided the venue for the gathering of P-38 pilots, hosting seminars and a fine mixing dinner. And when TCAH decided to fund-raise to get David Tallichet to bring his P-38 from California to MSP, Fisher donated a good sum to the kitty.

Fisher remained my friend and donated his collection of awards and pictures to me for the Minnesota Aviation Hall of Fame archives. Last summer, Henry called me out of the blue to tell me he was in a senior center out on Auto Club Road by the river. He wanted a visit. I obliged and we had a great two hour "coffee break" just like old times. Henry was still perky and was obviously the day-brightener for the home as I watched everyone coming into the coffee

*(Continued on page 4)*

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shop come over for a hug and a laugh with him. Henry died January 24th at age 95 at the home. I will miss him and I know a lot of you old-timers in TCAH will also.



### CAF Display Update by Dennis Strand

I am getting the feeling that we are dropping the ball when it comes to our contributions to the CAF displays. A big thank you and well done goes out to John P. Ross for bringing in some models for the bomber flight gear display at the CAF hangar, but we still need a 1/72 scale B-17, B-24 and B-26 Marauder for that one case. I believe that there are some bomber models out there that would really be appreciated if they were brought in, even on temporary loan.

The people I talk with over at the CAF hangar are trying to get things done by the Hangar Dance in June. I know this is not a realistic goal as far as we are concerned, but I think we should put forth a reasonable effort. Our display case is right at the end of the dance floor in full view of the crowd. Above our case is a wall area that is ideal for some graphics, posters, promotional or historical items, etc. They are asking for help and I am asking for some ideas.

Remember they are also looking for models of Navy training aircraft, ground vehicles, things related to Captain Fleming as well as the Doolittle Raid. I realize it is difficult to know exactly what is needed and what to do, so no one does anything. But, if you get a

chance, walk through the CAF hangar on a Saturday or Wednesday. Take a look at our display case and talk to some of the CAF people. Who knows what might happen?

I hesitate to suggest it, but since we did well in the auction, maybe we could afford to have some professional graphics designers look it over and make some suggestions. If a project was designed and approved, we could do a lot of the grunt work and come out with a reasonable expense.

Think about it.



### Treasurer's Report by Dennis Strand

Well, I believe we can call our March 2016 auction an unqualified success! Two members are going to pay for their purchases in the near future. So, including those forthcoming amounts, we totaled \$1436.00 or a 43% increase over last year's total! All things considered, I think everyone did a great job and a lot of modeling material was moved through the system in a reasonable time. It was actually quite a challenge and everyone who was there should be proud of taking part in this event.

Our expenses since last month have consisted of \$128.55rent for our meeting room at the airport for 2016 and \$90.00 for gift certificates. We must also anticipate an expense for trophies to be awarded. Our income, besides the auction was just \$15.00 in membership dues. This brings the current total of our bank account and cash on hand to \$6044.56.



(Continued from page 1)

molding paste as a seam putty; and

- I used Silly Putty to mask some demarcation lines.

I prefer to display my aircraft models in a flying attitude, so I install a piece of square brass tubing in the belly and telescope a square brass rod from a base into the tubing. I glued the tubing inside the fuselage with epoxy, and then had an irregular hole in the plastic to patch. I filled the space around the tubing with thick super glue, and sprinkled baking powder on the in-place glue. Baking powder is a super glue setting accelerant, and it worked even better than I had hoped. The glue does set almost immediately with enough baking powder. The excess powder brushes off. The cured glue is easily sandable, and takes paint. I'm going to use this technique more often.

For many years my seam filling putty of choice has been a toluene-based automotive finishing putty. This stuff smells like lacquer thinner, so I was looking for something to use inside the house without drawing the ire of my better half. I tried several varieties of acrylic modeling paste, the kind sold in art stores. Even the "thick" versions of this stuff have a tendency to flow, so it has to be used in layers to fill any really severe joint mismatch, like closed landing gear doors that weren't really designed to be displayed closed. Patience and multiple applications get the job done, without an objectionable odor. An unforeseen bonus occurred when I mixed some acrylic paint with the white paste, using a different color for each layer. As I sanded each application, the colors let me see where I needed more filler.

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