

The Aero Historian



Volume 51 Number 10

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

October 2017



1/24 Scratch Built Lockheed Hudson

by George Minarik

Caretaker Wanted

by Noel Allard

Many of you may remember George Minarik. You may recall that his greatest achievement was his stick and planked model of the Hudson Bomber. He spent several years making it. The model is about 1/2 inch to the foot. At least the wingspan is almost three feet. It needs a new home. If you are interested, contact Noel Allard at nallard@unitelc.com.



B-25 Status Report

by Bob Arko

Like some other people, I got off to a slow start on this project but its moving along now. I began with the wing assemblies and started in on filling the seams. I used to use a solvent – based filler like auto body finishing putty, but lately I have been using some artists acrylic products to cut down on the odor when I work in the house. Because these products are a little

more fluid, I have to use several applications to build up a fill, but they are easy to use so it hasn't been a deal breaker.

I begin with Golden's Acrylic Fiber Paste, which has the thickest body I've found, and is easily sanded. I mask off the area around the seam to minimize collateral damage, and work it into the joint using a blade, brush or finger. The nice thing about this line of products is that its non-toxic, so you can use your fin-

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TCAH Officers

President, Bernie Kugel

Vice-President, Jeff Fries

Secretary, Marty Agather

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

Editor

Bob Arko

6417 Rice Court

Lino Lakes, MN 55014

651-481-8887

boba@arkokraft.com

Send Change of Address Notice to:
Dennis Strand

TCAH This Month

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



President's Report

by Bernie Kugel

Another summer has come to past. Bring on fall, bring on the modeling. When this comes out another NordicCon will be in the books. I'm hoping it will be a success, and start planning on 2018.

As for the TCAH side of NordicCon. We had three memorial awards for members who are no longer with us. I contacted their families and asked them if they wanted a picture of the award as well as the winning model and a description to put in their memory box. All were very happy that our club is doing this and one said it would be an awesome tribute to their loved one. I will have more info at the meeting.

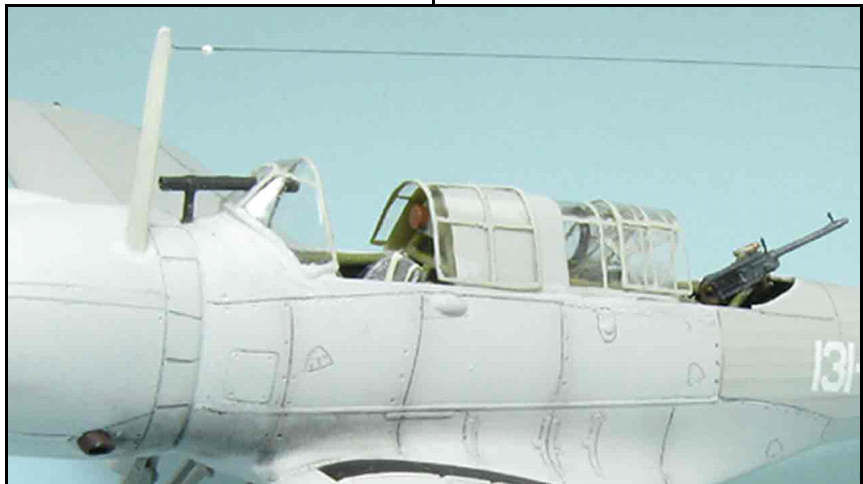
Our meetings have been enjoyable with our new camera and projector set up. And we had a great time watching a YouTube video of aerial footage of a Chinese TV drama set in the 1930's. I can't tell you the title as I can't read Chinese. I found it by searching "Curtiss Hawk vs Nell".

It is a 7 minute piece and in the suggestion field to the right I found the hour long piece that we watched from. I asked the membership if they enjoyed watching this and if they would like me to find more. I received lots of thumbs up. So, I will continue to find stuff to watch after the meeting.

Coming up in the near future is club elections. We will be taking nominations at the October meeting. Dennis Strand said he will run again for Treasurer. I said I will run again for President. We have the White Elephant coming up in December. And the Club Contest and Club Challenge coming up in January.

My finger is healing up nicely and I'm glad I can finally work on models again after a two week hiatus. So, I'm heading to the work bench.

Model on



Airline Chatter

by Terry Love

The New England Patriots NFL football team bought two Boeing 767s. They converted them into all first class seats with lots of space between them. All other NFL teams charter airliners for their needs, but prices have been rising recently since the major airlines are retiring their older planes. American Airlines will no longer fly NFL teams. The Patriots will rent the 767s out during the off season. The only MLB baseball team that owns their own plane is the L A Dodgers. Lots of NHL hockey teams own their own planes.

Cathay Pacific Airlines ordered 32 Airbus A-321s.

Boeing announced that the oldest flying Boeing 747 is headed for the boneyard. It came off the assembly line on October 17, 1969 for Pan American Airways. It flew with them for 21 years. The GE Aviation bought it as an engine test bed for experimental flight tests. It ended up with 92,000 flight hours and 19,000 cycles. Many other 747s vastly exceeded these numbers. It is being replaced by a Boeing 747-400 from Japan Airlines.

Air Canada will begin flying Montreal to Tokyo next June non stop. Also Air Canada will begin flying Vancouver to Paris and Vancouver to Zurich next Spring.

Southwest Airlines will park 67 Boeing 737-300s (the oldest in their fleet) this Fall and Winter.

Alitalia Airlines went bankrupt in May. Ryan Air wants to buy 90 airliners from Alitalia. Alitalia has 120 airliners. Ryan Air operates only Boeing 737-800s on shorter routes, mainly in Europe. Some of the Alitalia aircraft are long-

haul which is where Ryan Air wants to expand.

United Airlines will begin service from Houston to Sydney, Australia beginning in January.

Boeing announced that they are increasing the production rate of their 787 Dreamliner to 14 per month starting in January.

American Airlines is going to build a \$100 million maintenance facility in Sao Paulo, Brazil.



Treasurer's Report

by Dennis Strand

During the last 30 days the club expenses included \$99.90 for Make N Take supplies, \$55.65 for Doolittle B-25 containers and some certificate frames, and \$179.50 for annual Web Hosting fees. The total expenditures amounted to \$335.05. There was no income for the club during this period. Our total today (9/20/2017) stands at \$4968.13



Doolittle B-25 Build

by Dennis Strand

Bob Ferreira brought his completed B-25 Doolittle Raider to the September meeting. Not only that, but he picked up another kit and is already near the finish. Well done Bob! Bob Arko is also making good progress on his B-25 kit. At this time (9/20/2017) we have 6 done and 10 to go.

I am putting a call out to Keith Brustin, Marty Agather,

Steve Jantscher, Ken Hornby, Dave Herbert, Randy Koivisto, Paul Burpee, Mark Rossman, and Bob Maderich to please give me a progress report on their projects, either by email or at the October meeting. If you cannot build the model, for whatever reason, we need the decals and kits back so that they may be completed by another member. Or better yet, bring the built model to the TCAH meeting.

Bernie has 2 kits, but I am afraid his recent injury has curtailed his building schedule for the time being. Dave Perzel and Chris Songalia have back-up kits. So these guys might have to pick up some slack and save the day.

I really want to show the CAF that the TCAH can do what it says it can do. So, think about it, take a deep breath and help us cross the finish line with a flourish.

Please email me a progress report at:
dennis59402003@yahoo.com



Vice-President's Report

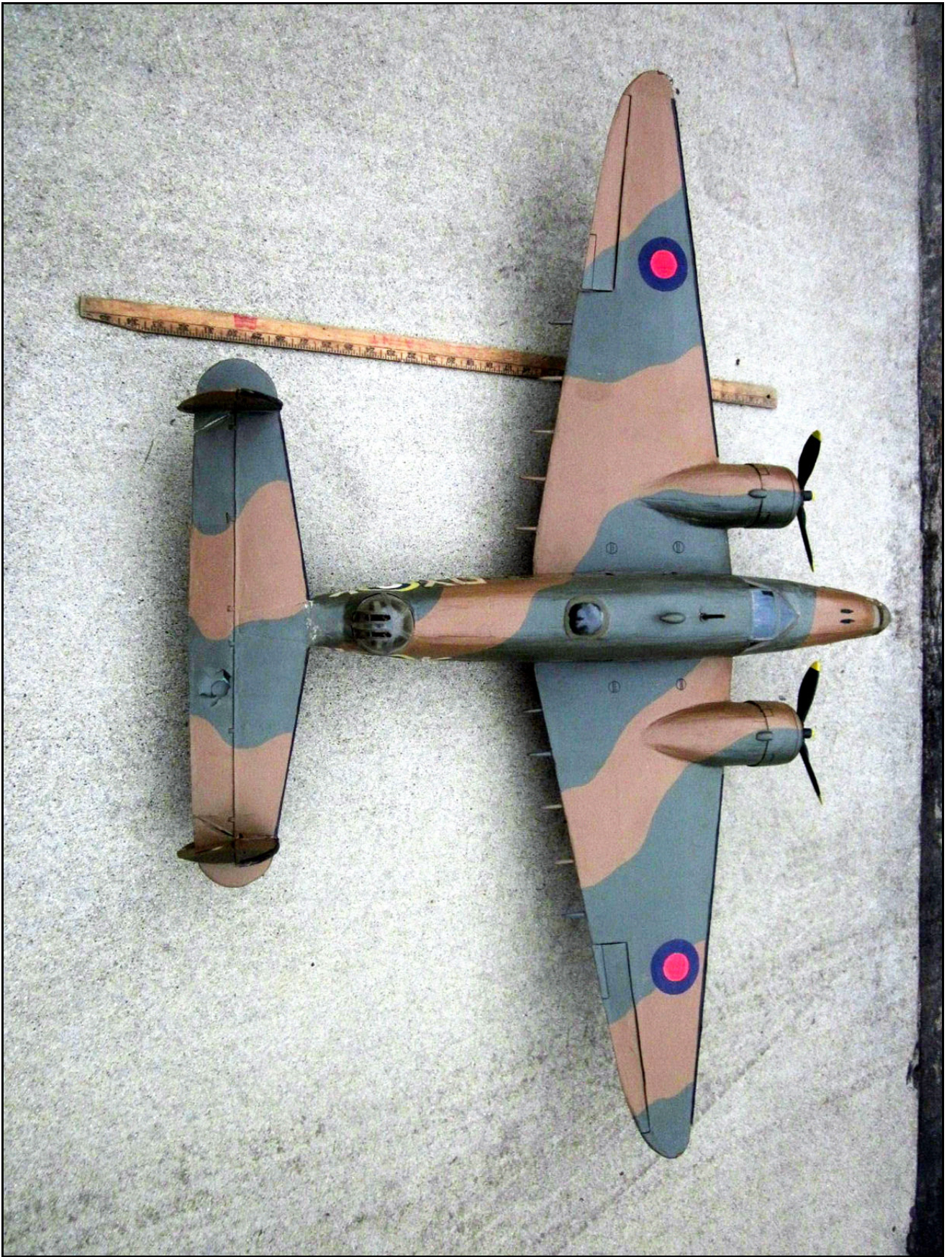
by Jeff Fries

Nordic Con is now history and we now look forward for the last hurrah of this year. This month we continue to accept nominations for officers.

We should have the numbers from Nordic Con soon, and an indication of how the numbers will go for next year.

Any ideas that you have to help make next year's show a bit better would be welcomed by the Nordic Con officers.





Meeting Minutes

by Jeff Fries

Meeting called to order. Bernie gave a short lesson in Exacto blade safety with describing his encounter with a sharp blade.

Bernie will order the Club coffee cups after the Nordicon show

Dennis gave a treasury report listing costs encountered this month and we have a balance of \$4868.13

John Roll listed the many new items that have been released since last meeting

Axel gave us "This Day in History" in aviation .

John Ross gave an update on the upcoming Nordic Con and is looking for volunteers to help set up before the show starts. They also are looking for judges for some categories

He urged everyone to download Registration and Entry forms and fill out as much as possible to save time at the door.



(Continued from page 1)

gers to smooth it out without worry. Being acrylic, its water-based so clean up is as easy as washing your hands.



I finish up with Golden Heavy Body Acrylic Paint, which is an acrylic polymer emulsion with a gooey consistency, thicker than you think of as "normal" paint. Its designed to be applied with palette knives as well as brushes. I brush it into the partially filled seam and let it dry, which happens quickly. Then I sand and determine if I need more. Since I generally use white for this, I like to tint subsequent applications with contrasting colors. Then, when I sand, the different colors

that show help me determine where I need additional filling. The paint also comes in many other colors, so that is an option. The smallest container is a 4 oz. jar, so I frequently just add a spot of color from a fluid acrylic bottle to get my tint.

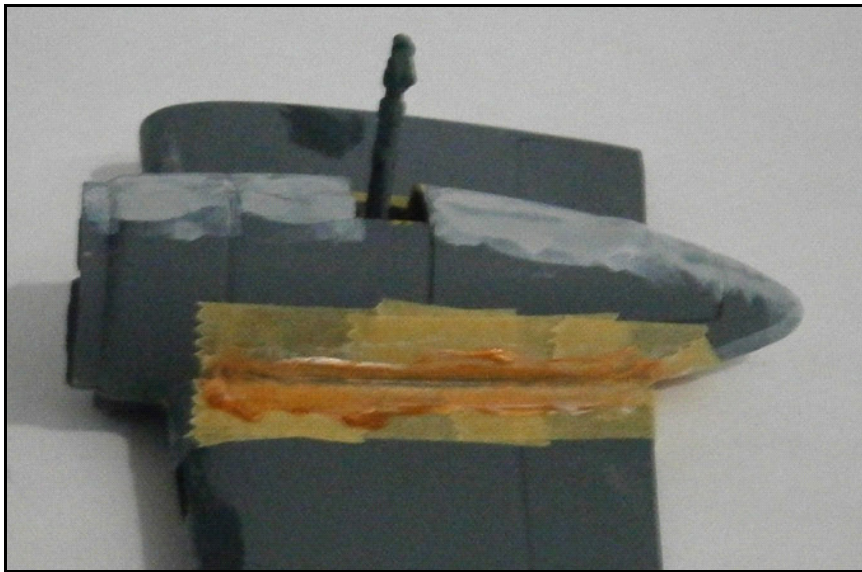


In the photo of the nacelle, you can see the masking, and the application of the tinted heavy body paint as finish filler. The light gray along the ventral seam is a coat of "regular model paint" (I use Model Master and Vallejo acrylics) as a final check on the fill.

The leading edge was filled using the same technique, but was sanded using the "forked bow sanding tool" described in the September issue. The final

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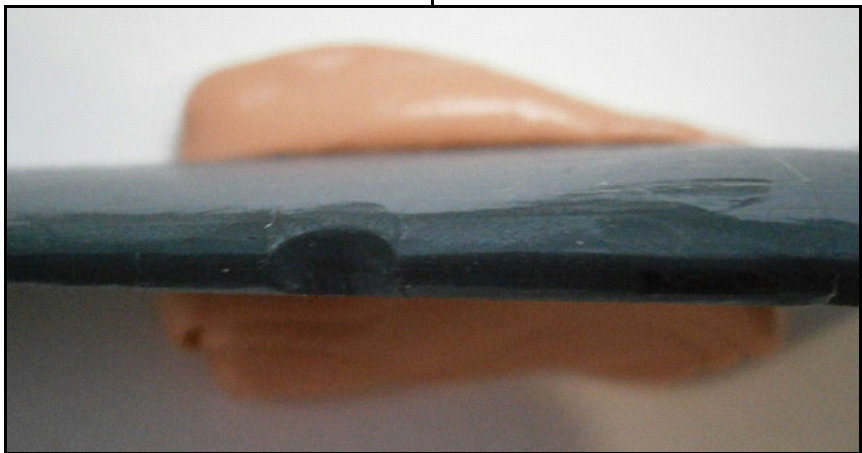




and named Tamiya Acrylics as an example, are actually a lacquer in the way they are formulated and handled. Using the application technique you would for a lacquer (heavy, quick area spray) with a water-based acrylic results in an uneven finish, as I experienced. Because the only



solvent used is water, the acrylic needs a first layer that is very thin to coat and seal the plastic (which may still have some oils



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check was made with Vallejo Model Color dark sea blue.

I had some issues spraying the true water-based acrylic Xtracrylix brand olive drab paint. I laid it on with my Badger H-350 the same way as I would other model paints, and it dried with an uneven sheen. Even a coat of Future wouldn't even it out. Finally, a coat of Dullcote clear lacquer provided an even finish. But what had gone wrong?

I found a YouTube video by Mig Jimenez concerning his line of water-based acrylic paints. He points out that the usual model paints that we are used to using,





(Continued from page 6)
 on it), and then build up successive layers to develop the coverage. The end result is a much more even looking finish.

The URL for the video is <https://www.youtube.com/watch?v=gyte6l1Gokw>.

v=gyte6l1Gokw.

Next, I tackle the fuselage sub-assembly. I need to remember the spacer to allow for the mismatched width of the clear nose molding.



On The Table—September 2017

Name	Model	Manufacturer	Scale
M1A2 Abrams	Steve Jantscher	Flyhawk Models	1/72
A6M3 Zero	Steve Erickson	Tamiya	1/48
Millennium Falcon +Landing pad	John R. Ross	Bandai/JPG	1/35
Ferreri 312T	Bob Maderich	Hasegawa	1/20
Mark IV Tank on diorama	Merrill Anderson		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 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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