

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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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.

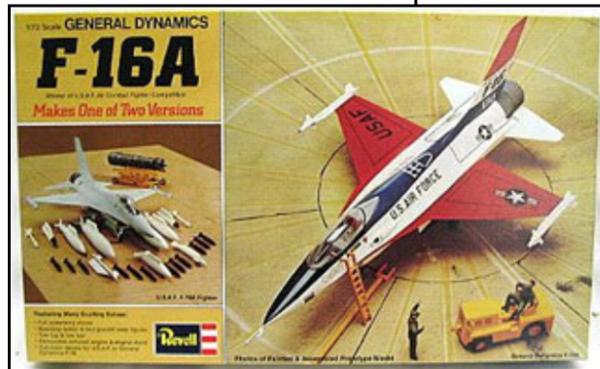
See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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lower portion is Light Ghost Gray, the challenge is the lower fuselage Light Ghost Gray. The upper portions of the plane is Dark Ghost Gray with Gunship Gray Centers. The final step is painting the radome which the instructions call for RAF Ocean Gray.

The kit comes with decals for three aircraft, all of them US



aircraft. Those that know me might recall that I have a thing for Tiger Meet planes and that was one of the choices 79th Fighter Squadron Leader, 20th Fighter Wing from Buckley Air Force Base in Colorado. While not as colorful as the usual Tiger Meet schemes I usually go for but it has a tiger with stripes so.... The decals went down well with MicroSol. A fun quick build and one I'd recommend to anyone building an F-16. I've built many Revell and Revell AG kits and this beats them hands down.



The Aero Historian



Volume 51 Number 12

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December 2017



Tamiya 1/72 F-16CJ Block 50
by John R. Ross

Tamiya F-16CJ Block 50

by John R. Ross

Tamiya F-16CJ Block 50 1/72 scale

Since a teenager, I've always loved the lines and elegance of the F-16. My first kit was of the F-16A from Revell. It was a gorgeous kit and showed the many impressive capabilities of the aircraft. Plus, who could resist that colorful pain scheme. Yes Frank I know it's not International Orange but its still

eye catching.

The F-16 originally developed in 1974 it was designed to be for both the Navy and Air Force, but the Navy declined over concerns for the landing gear and they really wanted a twin engine design. I guess all those A-4's didn't do enough for them. The F-16 did carry some innovative features some of which were designed especially for the Navy. Not sure how many people know this but many of the parts on the F-16

are interchangeable Left and Right to help reduce the number of spares required to support the aircraft. It was also the first fly by wire aircraft, no more hydraulics in the cockpit.

The F-16 has gone through many modifications and with new engines avionics and even conformal tanks have been added. It has been sold to many countries around the world and continues to be a real work horse to this day. Tamiya released a

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TCAH Officers

President, Bernie Kugel
Vice-President, John R. Ross
Secretary, Bob Ferreria
Treasurer, Dennis Strand
Historian, Merrill Anderson

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 December 9, 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

Well another year has come to an end. Reflecting my first year in office and looking forward to this upcoming year gives me a positive feeling. While we have lost members, we have also gained new ones. And I look forward to a new and fun 2018.

At our last meeting we had our officer elections. Both Dennis Strand and I will remain at our positions as Treasurer and President. John R Ross will assist me as VP and Bob Ferreria will be our new Secretary. Congrats to you both and thanks for stepping up. And a very big Thank You to both Jeff Fries and Marty Agather for their work and help as officers last year.

I was approached by an individual before the meeting looking for someone to do some commission work. He is looking for someone to build models of a PBR and a LCM. If anyone is interested, please contact me for his info. Also a new Aviation themed store has opened in the NW metro. Flight Line Gifts contacted me to let the club know of their opening. It is located at: 1033 109th Ave NE, Blaine, MN 55434. They have some new and collector model kits, prints, apparel, toys, patches, and more.

At our December meeting we will have our annual "White Elephant" challenge. For those who don't know of it or need to know the rules. They are the following:

Bring a complete, un-started kit (Value est. \$15-30). It needs to be gift-wrapped (My Little Pony wrapping is acceptable, as

well as the funny pages or brown paper bags). We have all the nice presents placed at the front table and we draw two sets of numbers. One set for the people who competed their kit from last year (which must be present and on the table) and one for those who didn't or didn't compete last year or are new members.

The people who didn't complete their kits or are new go first. The person who draws #1 goes up and picks a gift, He then un-wraps it and shows it to the crowd. The person who draws #2 goes up and has the choice of either opening up another gift, or taking (sniping) the gift that #1 opened. If that is the case, #1 goes back up and opens another gift. And it keeps going until we reach the end of that set of numbers.

For the people who completed their kit from last year, pick another set of numbers and go last. They have the choice of opening a gift from the pile or sniping a gift from one of the people in the first batch. Then the person whose gift was sniped must go back up and open another gift from the pile. The benefit of completing your kit is that you can't be sniped, you can trade at the end of the opening but no one can take the kit from you.

As for what you do with the kit is up to you. Slap it together over a weekend or go all out with aftermarket parts and details. All up to you. There is no judging or comparing to each other.

For those who don't model. There is a book exchange. We tried to come up with a White Elephant for books but haven't figured out a way to do it right

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discussion that the completed display, with the flight deck and all the aircraft, will be placed on the main floor of the CAF museum and not isolated in the Officers' Club on the second level, which would be more restrictive to public viewing. Stay tuned for further developments.



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couple of 1/72nd scale kits of the F-16CJ Block 50. The only real difference between the two kits are the decals and one kit contains more weapons. Like many Tamiya kits the fit and finish are excellent and started out with a well-appointed office.

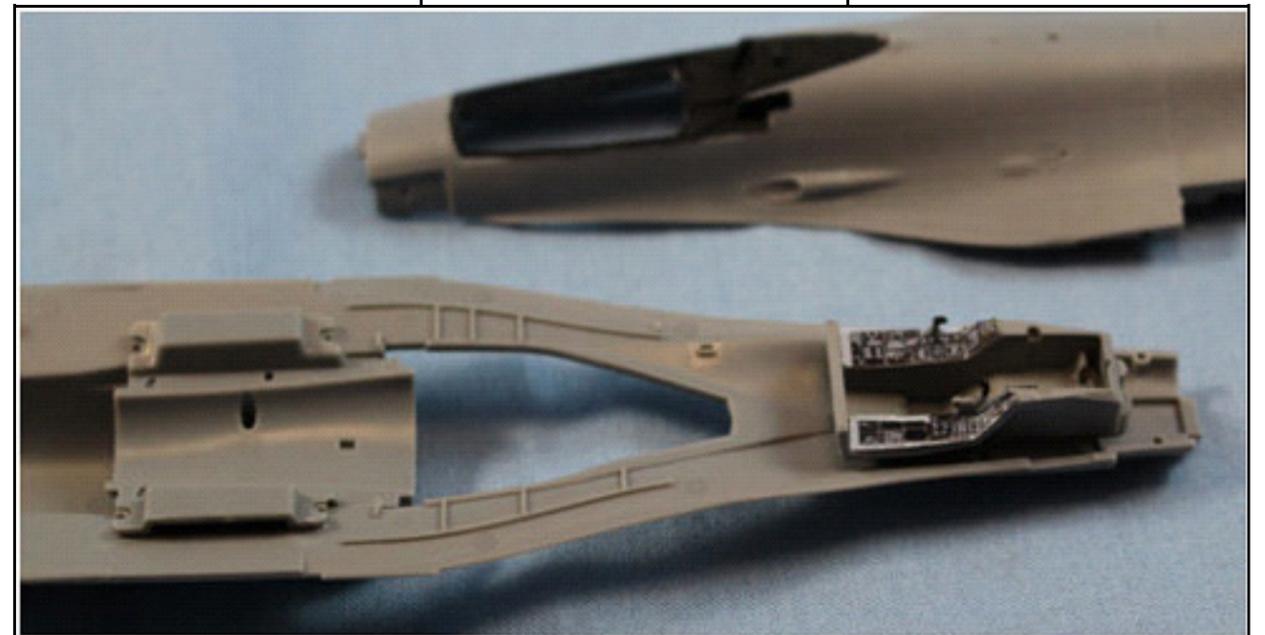
I left the seat out until I put the canopy on because I am klutz and often bump into things. Speaking of Canopies, the kit parts are well formed and part of my usual treatment of clear parts is to dip them in Future (Pledge Multi... whatever now). This does two things, it encapsulates the clear parts to protect them

from fumes or other crazing agents and it also has the benefit of making the parts clearer.

Continuing the build, I added the seat, masked the canopies and installed them so I could begin painting. As is typical for me, I prefer the Tamiya Fine Primers, either gray or white. In this case I would usually do a

white base for the grays to follow but I started with the gray so that it would be seen on the back side of the canopy frames. Next up was the Light Ghost Gray, the undersides were painted in this. It's pretty easy to paint the F-16 due to the body lines. The exception to this is the intake trunk, where the upper portion of that is Dark Ghost Gray and the

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on the guidelines for that. Bring your wrapped item to the club meeting. If you participated in last year's event, bring your completed kit to the meeting. This will give you a more favorable position and privileges.

Once we are at the meeting we will be issuing numbers. If you completed your kit from last year you will get a different number from those that did not. The process is the same if we are doing the book draw or the model draw. We start by calling the first number, that person selects an item from the wrapped items on the table and opens it. The second person has the option of taking an item from the pile like the first person or stealing the item from the first person. If he steals the item the first person goes to the pile and selects another kit and opens it. This process continues until all the numbers are called.... It gets real interesting when we get to the next set of numbers for those that completed the items from the year before. Their numbers are now called but in addition to being able to steal kits, they also have immunity from having their kits stolen.

This can be a fun and entertaining event.... Hope you will join us!

Looking forward to what the new year brings and Merry Christmas to everyone!

Treasurer's Report
by Dennis Strand

This month we paid rent for our meeting room at Fleming Field. Thanks to President Bernie, we have an agreement, for the foreseeable future, to pay an annual amount of \$300.00 to the City of South St. Paul. Also, there was a membership fee to IMPS/USA for a club officer of \$30.00 and an additional club expense of \$16.67. 16 people renewed their membership at the November meeting, giving us an income of \$240.00. This gives TCAH a total of \$5031.36.

Membership for the club is due by December 31, 2017 (not December 31, 1917 as posted in last month's newsletter. I apologize for the obvious error). After that, there is a late fee of \$5.00. So, for those of you who have not renewed for 2018, please get your new membership card at the December meeting. If you are not able to attend the December meeting, you can send \$15.00 to:

Dennis Strand
833 Manomin Ave.
St. Paul, MN 55107

I will send you a 2018 TCAH membership card by return mail. Also, this year we are organizing a new membership roster for the club. So, if there are any changes in your contact information, ie: address, phone or email, please send that along. We have only 38 members who are paid up at this time. So, it is time to consider getting current with your club membership.

Be well and I will see you in December.



Doolittle B-25 Build
by Dennis Strand

Erik Zabel, Mark Rossmann and Dave Perzel brought their completed B-25Bs to the November meeting. They were presented with their coveted Certificates of Appreciation and a sincere "thank you" from yours truly. This gives us a total of 11 aircraft ready to line up on the Hornet's flight deck. I talked with other builders and things are really coming together. I am hopeful that we will soon have all 16 Doolittle Raiders ready to present to the Commemorative Air Force.

Bob Maderich is nearing completion. Marty Agather showed me pictures of his assembled and painted model, ready for decals. Dave Herbert is going to give me a call when he is finished. Keith Brusten's B-25 is in progress along with Steve Jantscher's. Bob Arko expects to be done by the December meeting. I believe Randy Koivisto's model is in progress and I have not recieved a report on the current status of Paul Burpee's project. Meanwhile, Chris Songalia is standing by with a backup kit, in case things go sideways.

Last month I sent Todd Lofquist, the Museum Officer of the CAF, an email and told him what our members have achieved. He seemed very pleased and is anxious to see the models. I told him, at that time, that we expect to have everything completed by December or January. We may run a little over timewise, but I do not believe this will be a major factor in the final completion of this CAF project. There has been some

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Airline Chatter
by Terry Love

China Southern airlines ordered 38 Boeing airliners in a deal worth \$5.7 Billion. The Chinese Communist Government placed the order for 30 Boeing 737-800s and 8 Boeing 777-300ERs.

Jet Blue will begin service next May from Minneapolis to Boston.

Singapore Airlines ordered 20 Boeing 777-900s and 19 Boeing 787 Dreamliners. Deal is worth \$13.8 Billion.

Southwest Airlines has added four non-stop originating flights from Oakland, California. They depart to San Antonio, Minneapolis, Indianapolis, and Orlando.

Boeing is considering re-opening their 767 passenger production line that they closed three years ago. United Airlines wants to replace some of their 20 year old 767s that are reaching the end of their useful life. Boeing is still producing the tanker version of the 767 presently.

Emirates Airlines took delivery of their 100th Airbus A-380s.

United Airlines retired its last Boeing 747-400 on Tuesday, November 7. The Boeing 747 model has been in United Airlines inventory for 47 years. Air France and Cathay Pacific have already retired their fleets of 747s. British Airways presently has the largest 747 fleet in the world with 36 of them. 18 will be gone by 2020, and all of them by 2023.

Boeing announced that the

USAF has ordered two Boeing 747-800s to be the next Air Force One Presidential aircraft. Cost is \$351 million each. They will be delivered by 2023. They will require substantial modifications to become Air Force One.

Boeing announced via President Trump, that the Chinese Communist Government ordered \$38 Billion worth of airliners in one of the largest orders ever received by Boeing. The airliners are going to Chinese Aviation Supply Company - a Chinese leasing company. The order is for 260 Boeing 737-800s, 40 Boeing 777s, and Boeing 787 Dreamliners.

Boeing says that one of every four new jet airliners built are going to Chinese customers.

President Trump also announced that during his trip to China, another order for 42 Boeing 737-800s and 10 Boeing 787 Dreamliners was made for China Development Bank Financial Leasing Company. This deal is worth \$7.4 Billion.

Emirates Airlines ordered 40 Boeing 787 Dreamliners worth \$15.1 Billion. Emirates has the world's largest fleet of Boeing 777s.

Boeing announced that the 787 Dreamliner has more than 65 customers that have ordered 1,275 Dreamliners. Boeing has delivered more than 600 Dreamliners since 2011.

Alaska Airlines becomes the third U S airline of the five airlines that were authorized to fly into Cuba, to stop operating into Cuba. Very light loads is the reason.

Wataniya Airlines of Kuwait

ordered 25 Airbus A-320s. Order is worth \$2.7 Billion.



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quite yet. It's the same way as the model challenge. Wrap the book in gift paper and numbers are drawn. Books can be sniped or traded.

It is very fun and all done in good spirits.

Remember at our January meeting, it is our annual Club Contest and Club Challenge (Early Jets 1946-55). More on that next month. February will be a re-cap of "Hope It Don't Snow".

Until then,
Have a Merry Christmas and Happy Holidays,

Model on.



From the Vice President
by John R. Ross

I'd like to start by Thanking Jeff Fries for the great job he did as VP last year. I also wanted to thank the membership for its vote of confidence as VP for this year. I eagerly look forward to working with Bernie on this year's agenda.

Moving on to December, a reminder that this is our Annual White Elephant event. For those that are not familiar with the event this is where you bring a wrapped model or book. We are trying to put a minimum on kit costs at around \$20, while we would prefer sealed kits, open kits are welcome as long as they are complete and unstated.... The book portion is still new so we are still working

(Continued on page 6)

