



Tamiya 1/72 P-47
by Frank Cuden

Razorback Thunderbolt
by Frank Cuden

This is Tamiya's excellent 1/72nd scale kit of the P-47 Razorback Thunderbolt. Some years back I saw a colored photo of this one on the Net and the interest and time to build it finally came a few months ago during the colder weather. The paint is my usual base coat of Floquil Old Silver with the addition of various panels using Alclad II's metal

"colors." A shout out to Johan for providing me with the black and white checker decals for the cowling - thanks! I got Pavla's P-47 resin detail set from John and the only thing I used from it were the wheels. Tamiya's rocket tubes, bombs and paper centerline tank were better! Live and learn, I guess. Talk about learning, I screwed up royally when I applied Hamilton Standard prop logos to a Curtiss cuffed prop. A couple of days

after I completed the model, it hit me like a ton of bricks and so, I had to remove the already-sealed in logos with Scotch tape and replace them with the Curtiss variety. Thinking back on that flub, I think I was "too close" to building the model to realize what I had done. C'mon man, if its a 4 bladed prop, its Ham Standard, isn't it? Nope, not this time.....If you like Thunderbolts, give this one a try - its one beautiful kit.



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Secretary, Marty Agather

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

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TCAH This Month

The monthly meeting will be held Saturday June 10, 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

Summer is soon to be here. The year is halfway over. Now comes the lean months of the TCAH. John Roll will not be at the June or July meetings so if you need your fix, you will have to contact him for a personal meeting. I'm already making plans to do mine.

Thank you for all the encouraging comments on my article last month on "Modeling and Family Planning". I've got some other ideas I'm kicking around for future articles.

Last month brought back former member, Dave Kitchel. Welcome back. At the May meeting, the club decided that the TCAH will sponsor four special aircraft awards for NordicCon. Those awards will be decided upon at the June business meeting following our regular meeting. If you have any ideas, please bring them to me, and if you would like, stay for the meeting.

One of the things discussed was the carpet replacement at our meeting place and that for a week we had to move the models. Both our display case and Michelle Choquette's. When we put these back, I had the opportunity to take some close up shots of her work. I'm not the greatest photographer and don't try to be. I put some of the pictures on Facebook Modeling pages and the response was overwhelming. I had one personal message that was so grateful that her work survived and is on display. We are planning to open up her display case in the near future and have Sean Brzozowski bring his photo booth and take really good

photos of her work, top and bottom, and put them on our website. I'm in the process of getting Fleming management photos and info on her models that they can make a booklet to go with her display case.

When it comes to our display case, I cleaned out all the models that were in it for the past several years. I brought the models to the last meeting and had people that brought them, take them back. If you had a model in the case, I will bring them again to the June meeting. If you are unable to make the meeting and would like your model, please contact me and I will make arrangements to get them back to you. I would like as President to keep our display case fresh, so my plan is to change it up every six months.

At the June meeting, we will have a speaker brought in by Mark Rossmann. I will be bringing in the 1/200 airliner models of the Bob Friskney collection, those will be free for the taking.

Model on



Airline Chatter

by Terry Love

Air India has retired nine more Airbus A-320s and will retire the remaining A-320s in their fleet this year. They are about 25 years old, and not modern. Air India will take delivery of 14 new Airbus A-320s this year.

Delta Airlines and JetBlue Airlines want to increase flights to Cuba whereas other U S carriers have pulled out of the Cuban market. Delta Airlines will double their Miami to Havana flights, and JetBlue will go from 13 to 19 weekly flights from Fort Lauderdale to Havana plus add a Saturday Boston to Havana flight.

Kalitta Airlines, an all cargo airline based in Detroit, has flown the last Boeing 747-200 flight in America. The 747-200 retired on April 21. It was originally delivered to Northwest Airlines in 1984. It was converted into a freighter in 2005.

Alitalia, the national airline of Italy, is near bankruptcy after employees voted not to take a pay cut. Alitalia employees 11,400 people. Etihad Airlines of Abu Dubai owns 49% of the airline.

China Southern Airlines ordered 20 Airbus A-350s through the Chinese Communist Government. China Southern now operates one of the largest Airbus fleets in the world with more than 300 Airbus aircraft.

Airbus now has 841 orders for the Airbus A-350 from 45 customers.

The Chinese Communist Government said that they are
(Continued on page 4)

June Guest Speakers –

Linda and Rich Frey

by Mark L. Rossmann

Linda and Rich will be talking about their experience with the Reno Air Races. Their presentation will include a video, discussion points and a Q&A session. Here is some background on who they are:

Rich served four years in the Air Force as an Aircraft Electrician and worked 14 years as a civilian employee at the Minneapolis Air Base, mostly working on C130s. He then transferred to the DLA (Defense Logistics Agency) based at Honeywell which later became Alliant Tech Systems, as a DECAS (Defense Contract Administrative Services) Quality Assurance Specialist. The programs that he worked on included Torpedoes, M1 Abrams Tanks and DARPA (Defense Advanced Research Projects Agency), in which he claims included secret projects.

Linda's first career was as a Medical Technician at the Minneapolis VA Hospital in the Hematology Lab, not being challenged enough she was ready for a career change. In the mid 1970's, the government was encouraging women to try roles that had been predominately male oriented. She noticed a sign posted at the hospital that invited any woman under the age of 28 that might be interested in Air Traffic Control to come to an open house at the airport. After the visit she took an aptitude test to determine if she had the necessary potential to become an Air Traffic Controller, and she did.

After 15 weeks at the Mike Monroney Aeronautical Academy

in Oklahoma City, she landed her first assignment at the Minneapolis ARTCC (Air Route Traffic Control Center) located in Farmington. Two years later, she transferred to the Minneapolis FSS (Flight Service Station) which is responsible for aiding pilots in planning their flights by relaying weather and route information. In 1984, she transferred to the Flying Cloud Airport in Eden Prairie where she spent the remaining 14 years of her ATC career.

In 1984, Rich experienced his first Reno Air Races and was hooked. The next year, Linda attended as well and they have been going every year since. The Races are held each year in September at the Reno/Stead Airport and are a week-long event. There are six classes of aircraft with each class flying its' own course, their motto is "Fly Low, Fly Fast and Turn Left". In between the individual races, air show acts and demonstrations keep the audience's attention.

With the lure of free pit passes, Linda and Rich have been volunteering as security personnel since 2001, allowing interactions between the pilots, their crews and other aviation enthusiasts. An unfortunate accident occurred in 2011, when the pilot of a P51 Mustang lost consciousness (they think) and the aircraft flew over the Reserve Grandstand and crashed into the box seats down front, killing 11 and injuring at least 70 people. The aircraft passed around 15-20 feet directly overhead of Rich and Linda and it is a sight that will forever be imprinted on their mind.

Look forward to your attendance at the June meeting.





(Continued from page 3)
going to build the world's largest airport terminal in Beijing, China. It will also be the largest building in the world.

West Jet Airlines, based in Calgary, Canada, ordered 20 Boeing 787 Dreamliners.

Delta Airlines ordered 30 Airbus A-321s and delayed delivery of their Airbus A-350 order. This order for A-321s added to Delta's previous orders, bringing the total order to 112. The cost for the 30 A-321 order is \$3.5 Billion.

Hainan Airlines of China ordered 6 Boeing 737-800s and 13 Boeing 787 Dreamliners. Deal is valued at \$4.2 Billion. 

Treasurer's Report *by Dennis Strand*

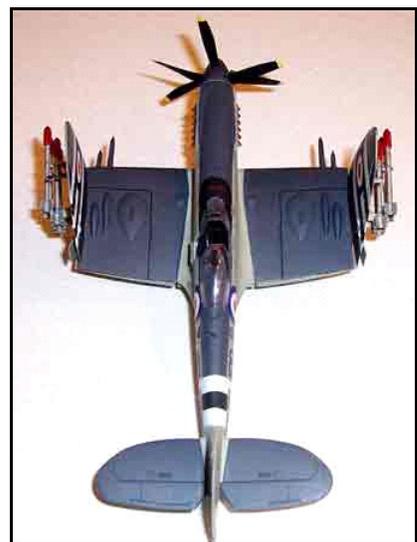
Our expenses for this month consisted of \$33.50 for the annual club website domain name fee, a gift certificate for \$5.00, casters for moving the display case \$41.36, and \$62.42 for lunch for the moving crew. This totals \$141.28

Our newest members are Mark Strausser from Rosemount, who joined TCAH in April, and Paul Burpee, from Minneapolis, who signed up during the May meeting. Welcome aboard to Mark and Paul.

The \$15.00 from Paul was our only income for this

month, giving us a total balance of \$5919.49 at this time.

See you all in June.



Doolittle B-25 Build

by Dennis Strand

We have now assigned all 16 B-25 kits to various members of TCAH. So far, there are only 2 completed aircraft models. However, I know at least 2 builders have, at least begun their B-25s. The absolute deadline is December 2017, but I would like to present all the models to the CAF in November, rather than present them piece meal over a dragged out period of time. The earlier the builder can schedule them to appear on his/her workbench, the better. When they are complete, give them to me and I will take good care of them.

President Bernie took an additional kit to build, in case we come up short. We have 4 additional kits in reserve. Three

have decals for Doolittle's plane which has only standard markings and would fit into the project with only the tail numbers that would be inaccurate. The last kit would need some different decals. But, Bernie says he has tail numbers and other decals which could be used to resolve any marking problems.

So... I am asking anyone with an interest in this project to take one of the remaining kits and build it for insurance purposes. I feel that some of them will certainly be needed to complete the Doolittle Project. There are still Olive Drab paint bottles that are available for free, in order to help you complete the B-25 model.

Think about it and pick up a kit at the June meeting. We need all the help we can get.

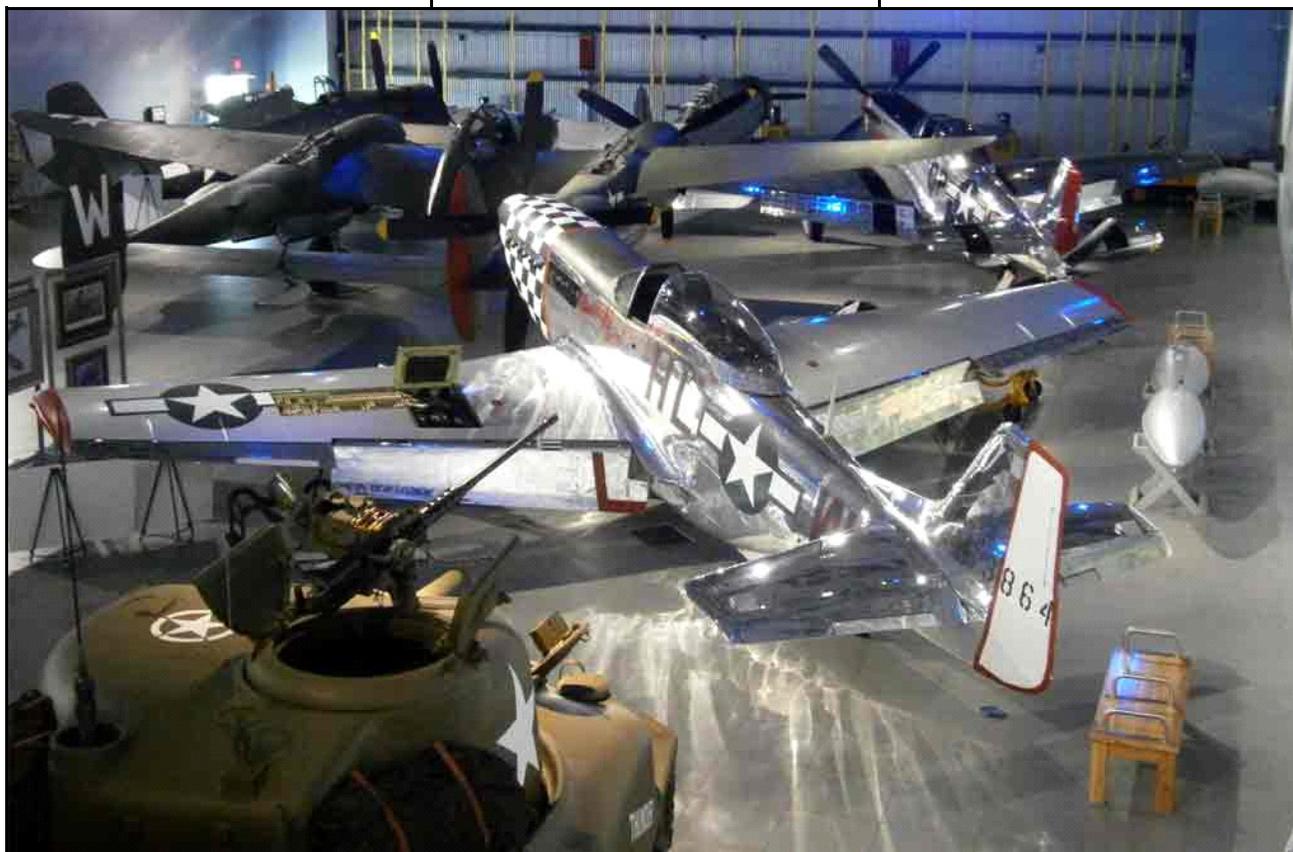


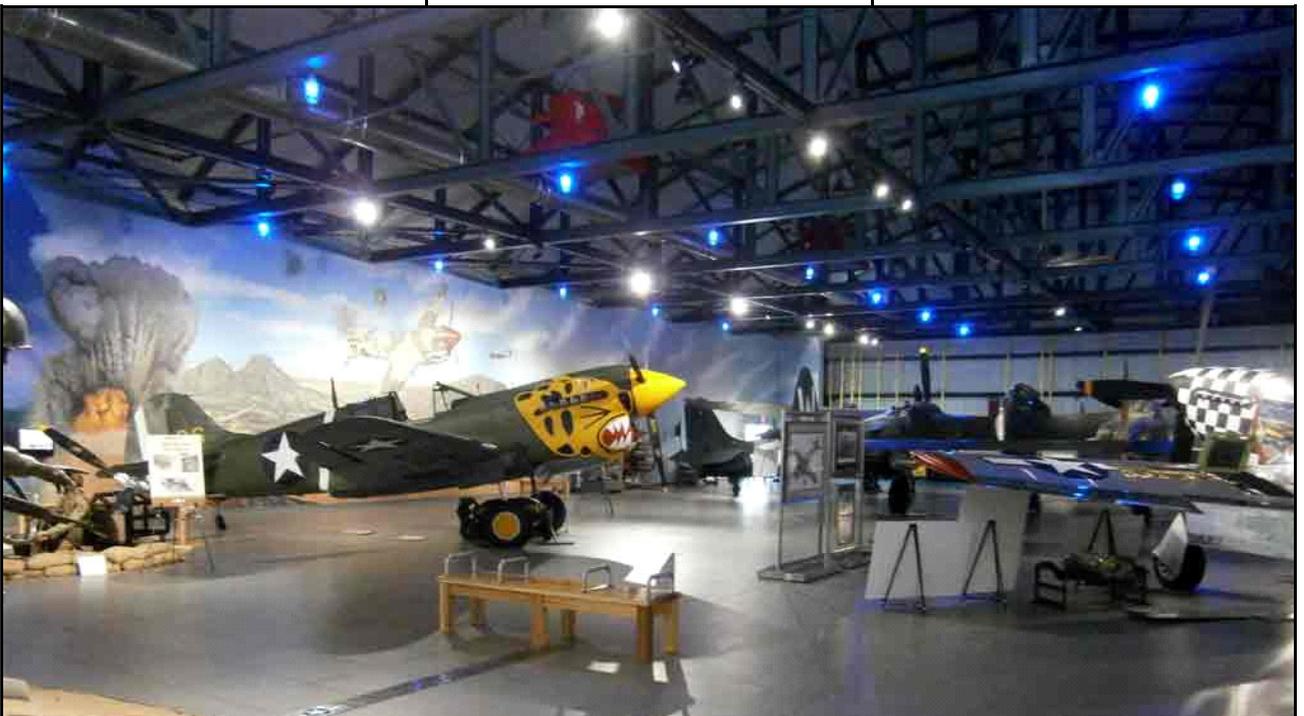
Fagen Fighters Military Aircraft Museum

by Bob Arko

About 2 hours west of Minneapolis, in Granite Falls, MN, is a fabulous airplane museum called Fagen Fighters, named after the founder. All of the aircraft in the following photos, except one, fly, and at least one of them is flown every day during the season. When I was there they flew a PT-19 and a P-51.

The only "plane" in the photos that doesn't fly is the Bf-109. This is actually a mock up, or studio prop, used in filming the movie "Battle of Britain" in 1969. It appears to have been refinished to represent Yellow 14 flown by Hans-Joachim Marseille.







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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