



1/72nd RVHP T-39 Sabreliner
by Frank Cuden

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I've wanted to build a T-39 Sabreliner for some years and now I've "scratched that itch" by adding one to my collection. Many years ago, I purchased a 1/72nd scale vacuform kit but to my chagrin, it came with two fuselage halves that were same-sided. I never got around to returning it and given the 1/72nd RVHP all resin T-39, currently available in about 4 different boxings, I finally obtained a good kit. This kit version, with 3 passenger windows on each side, provided the unique

markings I chose while others come with two or three side windows, and have different schemes.

This one "lived" at Scott Air Force Base. Thanks to John Roll for obtaining it for me. Obviously thin super glue must be used to assemble the parts. I have read that Weld-On glue works well and provides for stronger joints but I have yet to try that type of glue for an all-resin model. All flying surfaces are butt-joints and after I had painted the model, I did manage to crack off the right wing. Another glue application, putty, and touch-up took care of

my having inadvertently put too much pressure on it.

The only real disappointment were the white decals that were a bit transparent and I didn't have any of the right size to put over them.

While its not a high-end plastic kit, it does look the part and I was pleased with the result. The dropped leading edge slats and positionable dive brake were nice touches. Although I literally "paid the price" to obtain the kit, I now have a T-39 in the showcase.



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President, Bernie Kugel

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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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Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday August 12, 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

Here we are in the Dog Days of Summer. Too dang hot outside, so I'm modeling. Our July meeting was short and had about 20 people in attendance. As from last month, the club agreed to purchase a laptop computer for club use. I purchased one from MicroCenter and got a mouse and cables to go with it. I donated a laptop bag that was given to me a few years back and wasn't using. At the meeting we tried everything out and watched some videos on YouTube to test. I will give a description of what we watched below if you want to watch it on your own.

We decided to have a fifth award for this years NordicCon in memory of Jeff Kurth. It will be: "Best Aircraft using a Classic Kit, Jeff Kurth Memorial".

And the good news so far is that the SSP government has agreed to my letter I sent them last month. And both the TCAH and MMFS can have our monthly meetings at Fleming for \$300 per year for each club starting in January.

Some of us will be attending the IPMS Nationals in Omaha, I'll give a report at the meeting.

NordicCon is coming up soon and we still need a Head Judge for aircraft. If interested, please see Mark Rossmann. And if you would like to donate to the raffle, please bring items to the meeting.

At the August meeting John R Ross will give us a demo. And we will try out the overhead camera for Show N Tell.

Stay cool and "Model on"

The videos we watched on YouTube were:

Ration videos from: Steve1989MREinfo

WWI aviation search: Four Years Of Thunder

For those who stayed later, the movie clips from the German side of D-Day was from a 2011 South Korean movie called "My Way". Just search: "My Way D-Day" and you should find the clips.

And I talked about old aviation documentaries on YouTube. Search: Wings of the Luftwaffe, Wings of the Red Star, and German War Files. If you remember those expensive Kronos VHS series that hobbyshops would carry. German War Files are those videos. Enjoy



Airline Chatter

by Terry Love

The Paris Air Show is held every other year at Le Bourget Airport in Paris. It was held this year beginning June 19. The following announcements were made at the show -

Boeing announced a new stretched version of the 737-800 called the

737-Max 10. It is stretched about 6 feet with other improvements. They will cost about \$120 million each. More than **240** of them have been ordered by airline leasing companies. Also the following airlines announced orders -

Norwegian Airlines ordered two 737-Max 10. Monarch Airlines of Britain ordered 15 737-Max 10. Spicejet Airlines of India ordered 40 737-Max 10. Lion Air of Indonesia ordered 50 737-Max 10.

Ethiopian Airlines ordered 10 Boeing 737-800s adding to the 20 already on order. Also the airline ordered 2 Boeing 777 freighters worth \$651 million.

Azerbaijan Airlines ordered 4 Boeing 787 Dreamliners for \$918 million. Ryan Air ordered 10 more Boeing 737-800s.

Okay Air of China ordered 20 more Boeing 737-800s.

Avalon, a leasing company, ordered 75 Boeing 737-800s for \$8.4 Billion. GE Leasing ordered 100 Airbus A-320s. The leasing company now owns 600 airliners that they have leased out.

Air Lease of Los Angeles ordered 12 Airbus A-321s worth \$1.52 Billion. Air Lease now has 279 leased Airbus customers. Airbus announced that they now

have sold 1,416 Airbus A-321s - the stretched version of the Airbus A-320.

Viva Air of Panama, ordered 50 Airbus A-320s valued at \$5.3 Billion. Ethiopian Airlines ordered 10 Airbus A350s. Cost is \$2.1 Billion.

Delta Airlines ordered 10 more Airbus A-321s. Delta had 122 Airbus A-321s already on order. Presently Delta operates 146 Airbus A-320s, and 42 Airbus A-330s.

Wizz Air, a low cost airline of central Europe, ordered 10 Airbus A-321s valued at \$1.1 Billion.

United Airlines ordered 4 more Boeing 737-800ERs to an existing order of 14. The 4 more cost is \$1.39 Billion.

El Al, the airline of Israel, ordered 3 more Boeing 787 Dreamliners for \$729 million.

Copa Airlines ordered 15 Boeing 737-800s valued at \$1.9 Billion.

Malaysian Airlines ordered 10 Boeing 737-800s valued at \$1.25 Billion.

Boeing's largest order came from an unidentified major airline for 125 Boeing 737-800s for \$14 Billion.

In summary for the Paris Air Show, Airbus total orders were for 325 airliners worth \$39.9 Billion. Boeing's total orders were for 571 airliners worth \$74.8 Billion.

Doolittle B-25 Build

by Dennis Strand

John R. Ross is making great progress on B-25 #40-2247 "The Avenger". I also talked with Dave Herbert, who is hard at work on #40-2303 "Whirling Dervish". Several other builders said they were working on or planning to start work on various B-25 Raiders.

If anyone would like to give me a progress report, please feel free to email me at: dennis59402003@yahoo.com. I am anxious to give Todd, over at the CAF, an encouraging report about our progress and find out how his work is coming along with the flight deck for the "USS HORNET".

Hopefully things will start to come together this fall. I would like to present the CAF with all 16 B-25s at one time.

Remember, I have two B-25 kits left that are looking for a builder, just in case we come up short. I will see you at the August meeting and we will find out how we are doing.









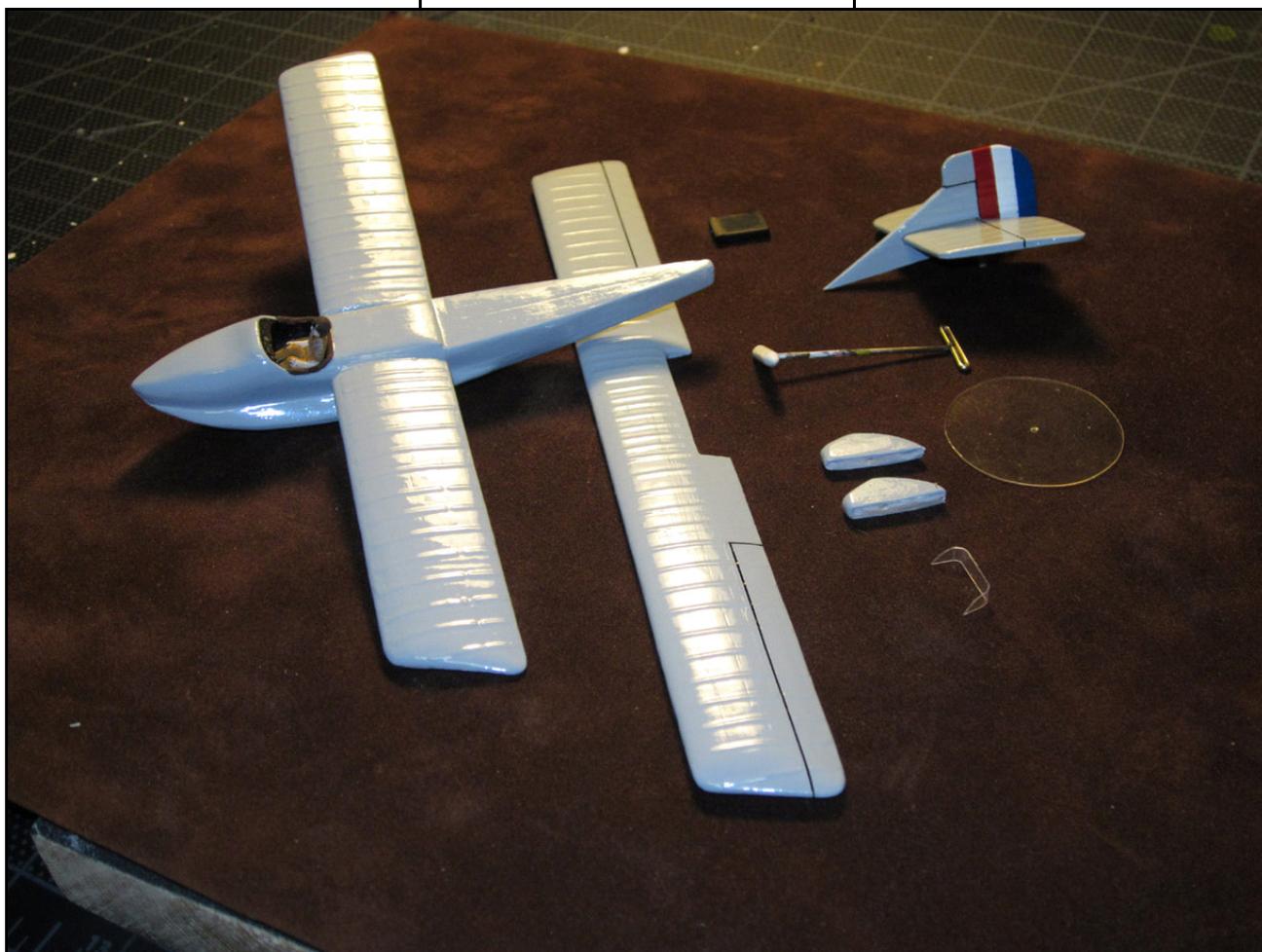
Curtiss MF Flying Boat
by Noel Allard

My latest model is a scratchbuilt 1/72 scale model of an early Curtiss MF flying boat that was flown by Walter Bullock in 1922 for the famous "Captain Billy Fawcett", the owner of Breezy Point lodge on Pelican Lake, Minnesota.

Treasurer's Report
by Dennis Strand

We have had some substantial expenses this month to include a laptop computer. However, this will be of great benefit to the club. The equipment will be available to anyone giving a presentation or for use in other club projects. President Bernie will be in charge of keeping it ready and in good working order. The computer, mouse and assorted cables came to \$381.31.

The club also contributed \$90.00 for an IPMS Nationals trophy for 2017. The final record of activity for the last month was \$471.31 on the debtside and \$0.00 on the credit side. This gives us a total of \$5463.18.



Scratchbuilt Curtiss MF Flying Boat 1/72 scale.
by Noel Allard

An early stage of the model.

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

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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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