

**Revell 1/72 Fokker Dr. 1 Triplane**  
*by Ken Hornby*

**Fokker Dr. 1  
Streaked Decals**  
*by Ken Hornby*

Earlier this year, Aviatic released several decal sheets in various scales representing the streaked paint scheme applied to Fokker aircraft, most notably, the Dr. 1 triplane. I've never been satisfied with my attempts to replicate this effect in my

preferred scale of 1/72, so I was eager to give these new decals a try. For my subject, I used Revell's newer 2007 kit of the Fokker Triplane, which is pretty good, with the exception of the machine guns and cowling, which have poor shape and detail. The only other drawback to this kit is that it is molded in a glaring red plastic. It's perfect for a young builder who only wants an unpainted representation of

the "Red Baron's" plane to play with, but horrible to conceal if you're trying to build a serious replica. Both kits were built out-of-the-box and for each one I tried different approaches to paint, decals and covering up the red plastic.

I followed the Aviatic decal instructions faithfully for my first attempt, and used an

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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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**TCAH This Month**

The monthly meeting will be held November 10, at Fleming Field, South St. Paul, beginning at 12:30 pm. Vendor baiting may begin about 12:00, so come early and see.



**From the Prez**  
*by Bernie Kugel*

It has been quite a month. NordicCon was a great success. Thank you to all the AeroHistorians who helped out. And if you have been living under a rock, you all know that RollModels and Axel have ceased business. Thank you to both of you and all you have done for us in the past years. They are not leaving the club, and we hope we can see John's models on our Show and Tell table and hear our monthly history report from Axel.

At our last meeting. We were greeting by the presence of Jim Goodall, and he told us of his new foray in writing. John and Axel told us of their decision with their businesses, And Scott Harvieux talked about his eBay business and contacting him for getting kits on his eBay page. We opened the floor for nominations for next years officers. There were no new nominations. This years officers have shown interest in another years service. Dennis Strand has said that 2019 will be his last year as Treasurer. If anyone is interested in this role, it might be good to talk to Dennis and learn the role of Treasurer from him.

This month we will have a short meeting. The theme for on the table is: World War I. There will be no demo. Hope to see a bunch of Bi-planes. I will bring my Gotha out of storage. Yes, the one that cost me over \$200 in emergency room fees and buying my girl Red Lobster the next day for taking me to the hospital.

It will be a short meeting as I would like to call an open business meeting afterward. We

have a bunch of changes happening and would like to open the floor to the club to discuss these changes.

First is the club contest in January. Changes to categories and prizes. We have come up with ideas and we should hammer out the details.

Second, is club budget and expenses, as well as ideas for the monthly meetings. I've talked to a few members recently and have some pretty good ideas with what we should do.

Remember our December meeting is the "White Elephant". And January is our annual Club Contest.

Until then,  
Model on



**Treasurer's Report**  
*by Dennis Strand*

This month is a little unusual in the fact that we took in \$265.15 and then, immediately paid out \$265.15. This is because built models were sold at Nordic Con 2018 on the premise that all profits would be donated to the Commemorative Air Force Museum. However, TCAH will benefit in the fact that the club will receive a thank you letter from the CAF national headquarters because the donation exceeded \$250.00.

Our more mundane expenses included a club officer's IPMS annual membership at \$30.00 and a \$179.50 annual website hosting fee.

There were 12 club membership renewals which came to \$180.00. The TCAH account amounts to \$5058.00 at

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**Airline Chatter**  
by Terry Love

Nigeria has postponed the start of the new national airline for Nigeria called Nigeria Air. The reason is basically due to Nigerian Government corruption. Almost none of the money made it to the airline.

Delta Airlines will launch facial recognition technology for International passengers in Atlanta by late this year.

Singapore Airlines has taken delivery of their first ultra long range Airbus A-350. It shall begin operating Singapore to New York City in December.

Cathay Pacific retired the original Boeing 777-200 and donated it to the Pima County Air and Space Museum in Tucson, Arizona. It first flew on June 12, 1994. The airframe ended life with 20,659 flights and 49,687 flight hours. Its serial number is 001. Cathay Pacific is the world's largest user of the Boeing 777. They have 90 of them.

Cathay Pacific has begun its longest service with non-stop flights from Hong Kong to Washington, DC using Airbus A-350-1000 airliners. The flight is 15 hours and 30 minutes long.

United Airlines will begin service from Newark to most European cities on March 31, 2019.

China Southern Airlines plans to expand its fleet to 1,000 airliners by 2020, and 2,000 airliners by the end of 2035. Presently China Southern owns 786 airliners.

Beijing China new airport is called Daxing Airport. It will open

in 2019. It will be the largest airport in the world.

Boeing announced that when the two new Air Force Ones are delivered in 2020, they will have a new color scheme. They will be red, white, and blue. The Boeing 747-800s will replace the present two that are 747-200s. The present color scheme of light blue was designed by Jacki Kennedy. They entered service in 1990.

Hawaiian Airlines will begin Honolulu to Boston on April 4, 2019. The range is 5,095 miles.

United Airlines ordered 9 more Boeing 787 Dreamliners. Cost is \$2.53 Billion. United will have a total of 64 Boeing 787s then. This order makes over 100 Boeing 787 Dreamliners orders that Boeing has received this year. The total number of Boeing 787 sold is now over 1,400.

American Airlines next year will add 19 routes in 2019. Most will be from Dallas. Daily departures are now about 800. Next year, this will increase to about 900. American Airlines will be adding 15 gates at their Dallas terminal.

Singapore Airlines operates the longest flight in the world using an Airbus A-350-ULR from Singapore to New York City in 19 hours. For the comfort of passengers, there are no Economy Class seats of 30 to 32 inches of pitch. On this flight, the minimum is 39 inches.

United Airlines will add 22 new routes next year to improve hub scheduling.

Boeing forecasts that air cargo traffic will double in the next 20 years.

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this time (10/13/2018).

Remember, that if you cannot attend a TCAH meeting, you can send \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107 and I will send you a current membership card by return mail.



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undercoat of white as directed for their decals. Before removing any parts from the trees, I sprayed the entire kit with Tamiya white primer to cover the red plastic. It took about four good coats applied over several days before the parts stopped looking pink. The drawback to this method became apparent as soon as I started assembling the kit. I had to scrape away copious amounts of paint from the mating surfaces of every part, leaving me with numerous sections requiring touch-ups. I kicked myself every time I had to glue two parts together. I applied the streaked decals while the model was still in subassemblies. The 1/72 scale decals I used come on a single sheet with enough pre-sized templates for three Dr.1 triplanes and one F.1 pre-production machine, covered by a common carrier film. I followed the instructions diligently, trimming the carrier film right up to the edge of each image. Where two decal sections meet – at the wing- aileron join and fuselage side-upper deck, they must be trimmed precisely to fit; any overlap at all results in an unsightly opaque line. Future Floor Finish was used under each decal, both as an adhesive and to help them snuggle down to the surface. The decals are thick enough to withstand some

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aggressive nudging, so I managed to get everything lined up without any tearing or wrinkling. Once they were set, I trimmed the excess away and used Solvaset to make the edges conform to shape. The individual aircraft markings came from an old Blue Rider sheet that had to be 20 years old, but went on with no problems whatsoever. With the decals in place, I finished construction. The Revell kit is a little gem and the only major problem I had with it was self-imposed. While rigging the kit with nylon thread I managed to drop the nearly completed model and broke off the landing gear. Once repaired, the little triplane was complete.

The decals behaved well, didn't react adversely to any of the physical prodding or softeners used, and, in my opinion, are a good representation of the streaking seen on triplanes. The carrier film has just a hint of smoky color, so the white undercoat is toned down somewhat, but still looks too bright for my taste. Using white as a base, the faint tint of the decal carrier film gives

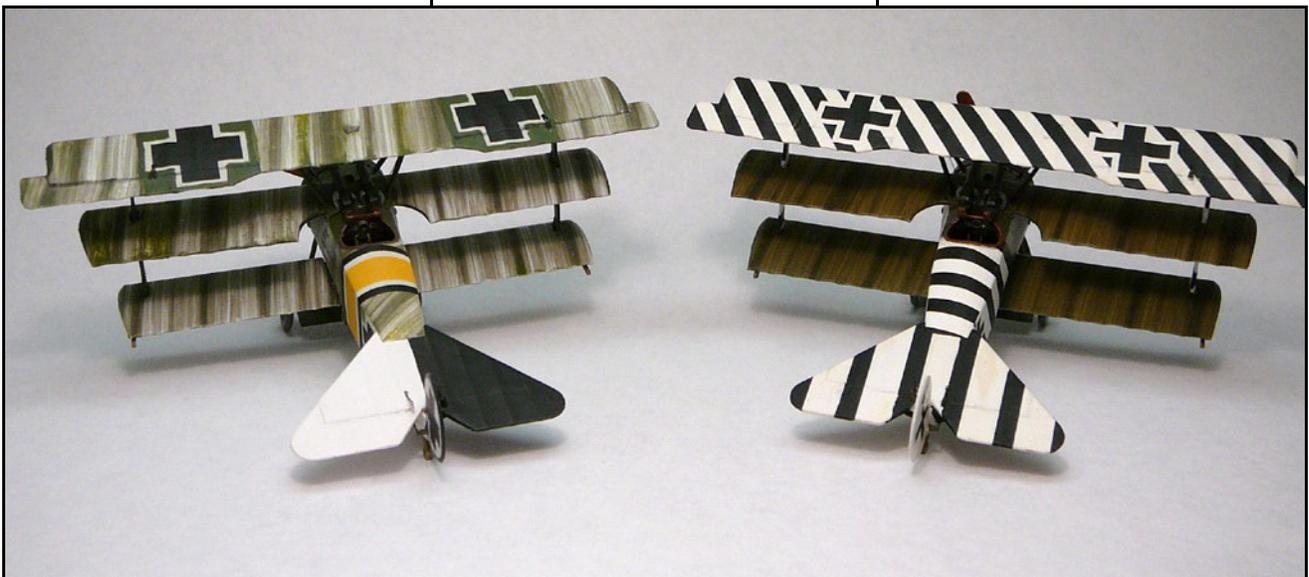
the underlying color an impression of untreated linen. I don't pretend to be anything approaching an expert on WWI colors, but I wasn't completely satisfied with the appearance of the finished model. I decided to immediately build another triplane and experiment with a more "correct" (at least to my eye) color as an undercoat to the Aviatic decals.

Before beginning my second build, I pulled out every photo book I had on the Fokker Triplane and searched the internet for other modeler's suggestions as to the fabric color they used when applying streaking to their models. I applied leftover decal sections to an old triplane wing, trying different base coats of tan, beige and off-white, and none of them looked quite "right". Eventually, I came across a forgotten, not-updated-in-years website from some group in Germany that was constructing a full-size flying replica triplane using as many original methods as possible. There were color photos of them building, covering, and painting a wing. They used actual linen for the fabric covering. When the

raw linen was initially sewn to the wing it was off-white – nearly an exact match to the background color of the Aviatic decals over a white base-coat. But the next step is where it got interesting. To tighten the fabric, they brushed water over it which, as it dried, would pull the linen taut. According to the website, this was how it was originally done by Fokker. The water darkened the fabric to a close approximation of the brown of a typical cardboard box. When the fabric dried, it retained the cardboard-brown color. They then coated the wing with a clear dope which didn't alter the color. This pale-brown became the base color that they painted the green streaks over as the final step in finishing the wing. I was convinced. I found a good paint match for the color, called "ochre", in the Humbrol range of enamels. (Yes, enamels. And no, I don't hate Polar bears, groundwater, or the ozone layer, I just don't like working with acrylics).

With the colors settled and lessons learned from the previous build, the painting and

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assembly went quickly. The biggest trouble I had was with the decals I used for the personal markings. These came from FCM and were so thin they were almost impossible to slide off the backing paper without tearing or folding over themselves. I resorted to cutting them into smaller pieces to get them situated on the model correctly. I was much happier with the streaked colors of this second model. Maybe I'm wrong about the base color but, aesthetically, I like it better.

The first, lighter colored triplane is in the markings of 36-victory ace Rittmeister Karl Bolle, commander of Jasta 2 "Boelcke", who survived the war. The second, darker machine is the mount of Leutnant Hans Kirschstein of Jasta 6. Kirschstein scored 27 victories between March and June 1918, before being killed in an accident. This same aircraft was later flown by Ernst Udet.



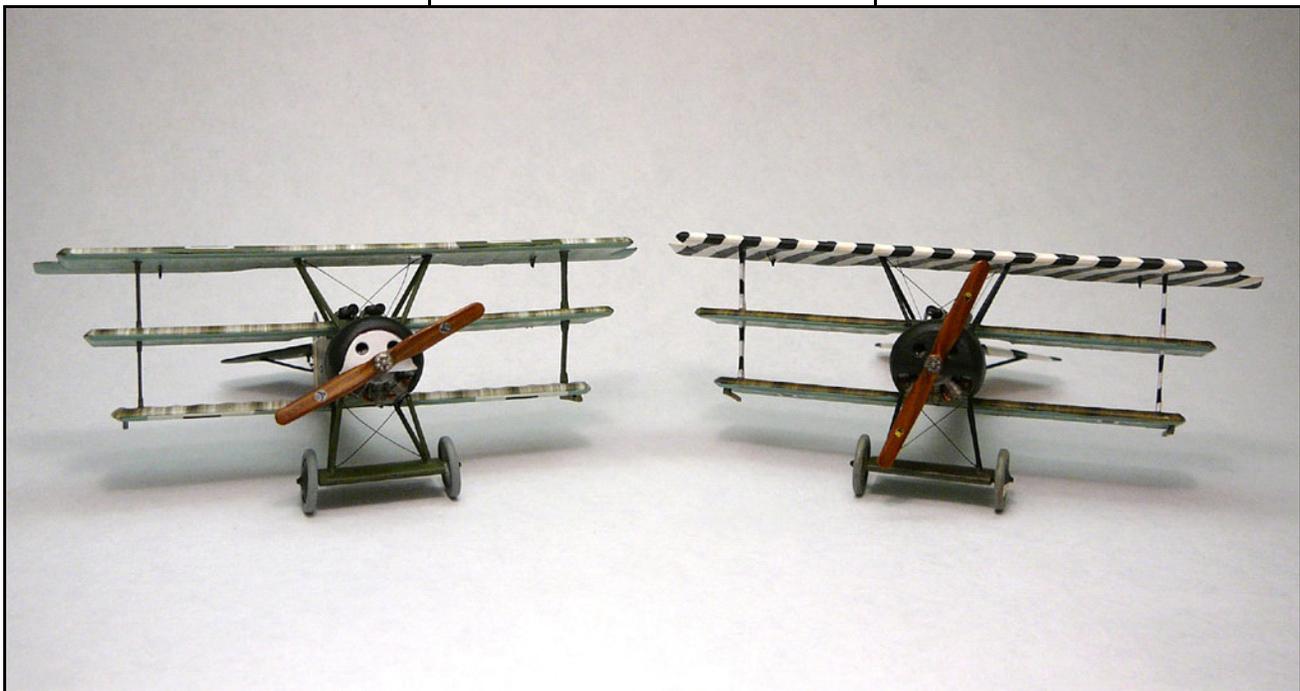
## **HELP NEEDED**

*by Noel Allard*

Most of you TCAHers remember the museum that Buzz Kaplan created at Owatonna with the three T-38 Talons on pylons outside, displayed as a Thunderbird skyburst formation. Quite a dramatic display! Jim Hanson, the FBO at Albert Lea, was one of the museum staff who obtained those aircraft, and created the display outside, as well as the displays inside the museum. He recently had a house fire and is rebuilding his home. He wishes to replicate the display of T-38s in model form to have in his future man-cave. He is not a modeler and is looking for one who would be willing to build the three Talon models and mount them like the original full-sized display. He would supply the kits, enough photos to help with the job and is willing to pay the modeler's asking price for the work. (He's also been known to serve steaks on the grill and tours of his extensive wine-cellar to his friends!) He is not asking

for super-detailing, Thunderbird decals come with the kits, so it is mainly a job of building the models and making the burst diorama from lucite rods or something similar. Sound interesting?

Any one of you willing to take on this project can contact either Noel Allard or contact Jim Hanson directly at:  
jimhanson73@me.com.



## 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 parking available.



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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.

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 to the editor and address changes to the treasurer.