

## 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.



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.

# The Aero Historian



Volume 52 Number 12

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

December 2018



**Revell 1/181 Scale B-36B**  
by Frank Cuden

**Revell B-36 Concluded**  
by Frank Cuden

Thus ends my build of the very old Revell 1/181 scale B-36B. Although it was a lot of work and especially, a lot of masking, the "Big Stick" turned out OK. I've submitted a build article to FineScale Modeler magazine so now the wait begins to see if they will accept it for

publication. One of the hardest parts was not only re-shaping the kit prop blades, but making a few more to match the missing derelict kit blades and in the end, all 18 blades resemble each other, for the most part. Having seen 9 of those come over the house when I was a kid, I finally have built a model of it and I hope to bring it to an upcoming meeting. Subsequent projects include a finished RS Models

1/72nd scale P-51H and its bigger Brother, the Classic Airframes 1/48th scale P-51H which is in its final phases of "finishment." There is also a Sword 1/72nd scale TBM-3W Avenger project sandwiched somewhere in between, so I have a couple in the hopper for the Winter months. It feels good to have added a B-36 to the showcase. Good modeling, Guys.....



**TCAH Officers Re-Elected**

- 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

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 December 8, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



**From the Prez**  
 by Bernie Kugel

My second term has come to an end. Now on to my third. I would like to thank my officers and am very happy that they are continuing on for this next year. Hopefully we will not have any major issues and we can have a great year.

At our last meeting we had Chuck Mayer's son talk to us about his father's passing and memorial plans. Chuck was one of our founding members, and we will honor him at our next NordicCon with a memorial award. It was a short meeting as we had an open business meeting afterward.

I opened our annual business meeting with the most pressing issue for our club. With the closing of RollModels, what to do with our club contest. We decided that we will get gift cards from Hub Hobby for the prizes and if you have a gift certificate from a previous contest, to let us know and we will get gift cards to replace those certificates.

Bob Arko and Sean Brzozowski gave us updates on the state of the newsletter and website. Bob is in dire need of articles for the newsletter. So please take some time and write something. Maybe an article on a current build with some pictures. A report on a book that you have been reading. If it comes that we don't have enough, we may have to go bi-monthly. This is your club and if you like the newsletter, it is up to you to make it that way. Please, let us know what you would like to see in the newsletter. It would be great to let the members know, in hope to inspire a future article.

We talked about doing a

photo session with the Michelle Choquette collection at Fleming Field. We will make plans with Sean and the Airport to get together on a Saturday to open up the case. We will clean the models, have Sean take a bunch of photos, make some nameplates to go with the models, and then put everything back. One idea is to make an article for FineScale Modeler about the collection for publication.

We also discussed an idea about having a raffle at the end of every regular meeting next year. More on that in the coming month(s).

We opened up the floor for any talks of the club budget, dues, and other finances. It was then closed for the year.

Hope you all have a great holiday season (and some great modeling time in as well).

Model On



**Treasurer's Report**  
 by Dennis Strand

At the November TCAH meeting we had 13 people renew their club membership for a total of \$195.00, plus a \$5.00 donation. This gives us an income of \$200.00 for the month and a total of 36 paid members. A gift certificate of \$15.00 was honored as the only expense. This gives the club a current total of \$5338.80.

I should mention that this includes \$843.04 remaining in the David Hueffmeier Memorial Fund, leaving \$4495.76 of uncommitted funds in the club coffers.

(Continued on page 3)



(Continued from page 3)  
 you have some tips you'd like to pass along. It doesn't have to be War & Peace, a few paragraphs. Pictures are nice but not necessary. Maybe you want to learn about something, bring it up at a meeting and it might be the inspiration someone else is looking for to write something.

Give it some thought and everyone have a fantastic and safe Christmas and New Year!



**On The Table—November 2018**

Modeler	Kit	Manufacturer	Scale
Bernie Kugel	Gotha G.IV	Roden	1/72
Bernie Kugel	Early Modeling Books		
Steve Jantcher	Yamaha YZF-R1	Tamiya	1/12
Steve Jantcher	Junkers J.1	Wingnuts	1/32
Steve Shaffer	Orion Shuttle Carrier	Revell Moebius	1/144
Steve Shaffer	C-21	Minicraft	1/48
Steve Shaffer	F-14A	Tamiya	1/48
Scott Harvieux	F-15I	GWH	1/48
Jim Kloek	HMS Invincible	Combrig	1/700
Jim Kloek	RM Vittorio Veneto	Regia Marina	1/700
Jim Kloek	RM Littorio	Trumpeter	1/700
Bruce McClain	B-26G	Hasegawa	1/72
Bob Maderich	Renault FT-17	Meng	1/35
Bob Maderich	Mk IV	Takom	1/35
Bob Maderich	Fokker F.1	Roden	1/32
Bob Maderich	Fokker D-E	Eduard	1/48
Bob Maderich	Pfalz D.III	Eduard	1/48
Erik Zable	Hasna Brandenburg W.29	Wingnuts	1/32
Erik Zable	Roland D.IV	Wingnuts	1/32
Erik Zable	Felixstowe	Roden	1/72

TCAH member Pete Martin provided this article out of a 1942 Saturday Evening Post, about a Minnesota man who was a Yank in the RAF. We'll reprint installments, as space permits.

### Tally Ho!

by Pilot Officer Arthur G. Donahue

ON AUGUST 12, 1940, the British Air Ministry concluded a report of the day's air fighting with its usual laconic summing up: "In these operations thirteen of our aircraft were lost and twelve pilots." I am that thirteenth pilot.

Before I tell you the story of my experiences as the first American fighter pilot to fly in actual combat with the RAF, I want to go back for a moment and tell you how it all started. When the war began I was twenty-seven and had nine years of flying behind me. This ranged from passenger-hopping around our farm in St. Charles, Minnesota, to barnstorming throughout the Northwest and instructing at a Mexican-border flying school. In 1939 I applied for a commission in our own Air Corps. The prospects looked rosy, but after months of delay and red tape, I finally decided I couldn't wait any longer. So I went to Canada and enlisted. Three weeks later, on a foggy Sunday morning, I landed in an English port.

The training school to which I was assigned is known as an Operational Training Unit. Here experienced pilots were given a short advanced course in British fighting tactics and the behavior of the British fighting planes. I found a number of Polish and Belgian pilots training at my unit. The field was a complete contrast to anything I had seen in the States. At home we do everything possible to make an airfield conspicuous. This English field was so completely camouflaged—even the drive-ways and roads being painted in dull greens and browns and black—that it blended perfectly with the countryside from a few thousand feet in the air. The whole airport bristled with sandbags, trenches, dugouts and machine-gun and antiaircraft-gun emplacements. It was here, after a few days' work on standard military training planes, that I was introduced to the famous fighting ship I was to fly in the Battle Over Britain—the Supermarine Spitfire.

It was the Spitfire which gave me my first lesson in modern combat flying. After several hours of let's-get-acquainted flying, I decided to try a loop. I was cruising along at about 280 and moved the controls to start the maneuver. Instantly a heavy and misty yellowish-gray curtain cut off my vision. This was the warning a pilot receives of a black-out. The centrifugal force of a turn at such high speed drives the blood from the head. Even a small change of direction is enough to cause a pilot to black out at 300 miles an hour. If I had continued the turn I would have lost consciousness in a few seconds. It's an uncanny thing. In combat you

may be circling to get your guns on the enemy. He is circling, too, but you have almost caught up with him. He is just outside your gun sights, and if you could only pull your plane into a tighter circle you'd have him. But you can't. You can turn just so fast; beyond that your vision fades and you can't even see your gun sights.

A pilot can increase his resistance to blacking out by contracting the muscles of his abdomen and chest and holding deep breaths of air in his lungs. That is where physical strength often enters modern air fighting. The pilot who can resist blacking out the longest is the one who can maneuver fastest at speeds much above 200 miles per hour. Leaning forward also helps, because then the head isn't so far above the heart and the blood can reach the brain. I have some vivid recollections of moments in combat when I was trying to throw a Nazi off my tail by outturning him. I would be leaning forward as far as my straps would permit, taking big gasps of air and holding them, tensing my body muscles with all the desperation one can muster when his life is at stake, trying to fight that damnable misty curtain from my eyes while I hauled the Spitfire around in sickening turns. It invariably worked, too, and when I "came up for air" and looked around after a few seconds, I usually found that my enemy had lost his advantage and that it was my turn to take the offensive.

I made friends with Peter, a young English boy, during this course of training. Every day we wondered when the German invasion would start. This was the last of July, and Hitler had promised to take over London by August fifteenth. Peter and I hoped the invasion wouldn't start until we were ready. The mass air raids had not yet begun, but there was fighting over the English Channel. We had both made requests to be posted to a squadron near the Channel. The day before we were supposed to complete our training, Peter and I reported to our flight commander.

"What shall we do this morning, sir?" I asked.

"Nothing," was the surprising reply. "You boys have finished the training that I can give you. You've covered everything there is for you. Take the day off."

We stood there a little dazed for a moment as the meaning soaked in. The phrase on the bulletin board ran through my head: "Committed to combat with the enemy."

We saluted and walked out. Outside we turned to each other, shook hands and grinned.

Peter said, "Congratulations, war pilot!"

A curtain had closed behind us in our lives. That afternoon we were informed that we had been posted to one of the squadrons close to the Channel.

*To be continued...*

### Airline Chatter

by Terry Love

*Note – I took over this column when fellow TCAH member George Minarik died on February 4, 1982 – 36 years ago. This is 442 issues of the Aero Historian that I have written. This will be my last column of AIRLINE CHATTER. I have decided to retire. I do hope that everybody has enjoyed the column over the years. Good luck to all.*

United Airlines began service from San Francisco to Tahiti service in October.

Air Canada added flights from Calgary, Alberta to Las Vegas and Palm Springs for the winter.

Delta Airlines likes Airbus airliners. In Delta's fleet are the following – 182 Airbus A-320 series, 42 Airbus A-33-s, and 11 Airbus A-350s for a total of 235 Airbus airliners. Delta has 275 Airbus airliners on order.

Istanbul, Turkey opened their new airport in October. It is the largest in the world. It can handle 200 million passengers yearly. It offers 350 worldwide destinations. Work on the new airport began in 2006.

Atlas Air has delivered the 20<sup>th</sup> freighter to Amazon just in time for the holiday season.

Delta Airlines ordered 10 more Airbus A-330s for \$3 Billion. Delta presently has 25 Airbus A-330s on order. Cost is \$3 Billion for 10 Airbus A-330s. Delta will use the A-330s to replace retiring Boeing 767s.

Gulf Air leased 6 more Airbus A-320s.

Saudi Gulf Airlines ordered 10 more Airbus A-320s for \$1.2 Billion. Saudi Gulf Airlines is a low cost (in Saudi Arabia?) airline operating in the Gulf area.

Southwest Airlines is adding flight to Omaha and Nashville due to increased demand.

Jeju Air, the low cost airline of South Korea, has ordered 40 Boeing 737-800s for a cost of \$15 Billion.

Fed Ex will increase the Memphis to Dubai freight services due to demand.

Terry Love



*(Continued from page 2)*

I would remind everyone who has not renewed that they could send a check for \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107 and I will send you a 2019 membership card by return mail.

Be well everyone and I will see you at the next meeting.



### Vice-President's Report

by John Ross

Another year has come and gone and as luck would have it the White Elephant is coming up for the December meeting. This is a fun and entertaining gift exchange predicated on trading model kits or books. We have not had too much activity on the book side but it's always there. On the kit front, we ask everyone participating to bring a wrapped, complete and unstarted kit valued at \$20 minimum.

For either book or model, participants will draw cards and we start the process. The process works with the first person pulling an item from the pile and unwrapping it. The second person has the option of stealing the an unwrapped gift or opening a new one. If a gift is stolen, the person it was stolen from chooses another item from the pile and opens it. For people that complete last year's item, they are in a different draw of cards and they go after the first group. They have the advantage of seeing more of the items and if their item gets stolen, they can steal someone else's item. The process continues until all the gifts are gone. The exchanges can be very entertaining. After the melee is completed, trading is permitted and in some cases encouraged.

Last month we conducted a business meeting. One of the items discussed was the newsletter. This year it has been very difficult to assemble the newsletter because of the lack of contributions we have for articles. While Mark Rossmann has moved away, he continues to contribute, and we have some regulars like Frank Cuden, we are losing Terry Love's column. We get the newsletter we deserve. A few years ago we conducted a survey of the club and one of the things people wanted more of was the newsletter. While Bob Arko does a fantastic job assembling the newsletter every month, he has less and less to choose from and that will only get worse next year. That being said, I'd like to challenge everyone to write an article for the newsletter. Everyone write an article about something you know, write it about a book, a kit review, an experience you've had, maybe

*(Continued on page 7)*



Only Remaining Airworthy B-29s at Oshkosh 2017  
1:1 Scale  
Photos by Mark Rossmann

