

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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February 2018



MPM 1/72 A-20G
 by Frank Cuden

MPM 1/72 A-20G by Frank Cuden

After seeing a Kits World decal sheet for the 1/72nd A-20G, I petitioned Roll Models for both the decal and the MPM A-20G 1/72nd scale kit, as the sheet offered the Havoc in a rare natural metal scheme. Doing some searching on the Internet, I found a picture of the actual aircraft so the build wasn't far

behind. It evidently hauled booze and food for personnel on New Guinea from Australia. The plane belonged to the 90th Bomb Group, 321st Bomb Squadron. The Havoc G model has been a favorite of mine for many years which is witnessed by the "a20" part of my email address. Although absent of locating pins, the kit went together quite well however the complex landing gear struts and drag struts took a little study. I used my old

standby, Floquil Old Silver, for the base coat and a few shades of Alclad II's metal paints for the dissimilar paneling. The folded life raft was formed from two-part epoxy putty and thin solder provided the tie-downs. While its certainly not a Tamiya or Hasegawa kit, the end result was worth the effort. I will be submitting an article to FineScale Modeler for their consideration. Thanks to Kits World for a unique A-20G scheme.



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 meeting will be held February 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

As you are reading this, "Hope It Don't Snow" should be taking place and I hope to see many of you there. If you have never been there, It is a very good show and a great kick off to the new season of model shows.

In January we had our own Club Contest and I forgot to say "Thanks" to several people.

First, for the ones who set up the room. Second, for those who entered, Third, for those who voted. I say Thank you. To Scott Harvieux and Terry Sorg, thank you for helping me count the votes. To those who helped with entertaining you guys while we counted, Thank you. And to my VP John R. Ross, Thank you for being registration and everything else you do. Thank you

Thanks for letting me get that off my chest.

On to current events. At our February meeting we will have a theme of Work In Progress (WIP). Bring in some of the things you are working on or a stalled project. Talking about it may help you get motivated again. Also Bob Maderich will talk about using Chrome pens. I just starting using one and I'm very happy with the results.

On the NordicCon front, TCAH is still looking for someone to take the Aircraft Head Judge position. Please see me if you are interested.

Scott Murray is looking at doing a road trip to Fagen Fighters Museum in Granite Falls, MN on February 24. if interested please contact me and

I will forward you on to Scott.

We are going to change out the display case. Going to try to change it up every six months or so. If you have something you would like to add to our case, please bring it. I will have description placards made up so you can write down your name and the model.

We need to nominate members for the club awards in April. So put your thinking caps on and come up with ideas for Modeler, Historian, and Newsletter Article of the Year .

See you at the meeting,
Model on



Treasurer's Report by Dennis Strand

My renewal reminder emails to members not present at the meetings were somewhat successful. I received 6 renewals in the mail and 4 during the January meeting from members who were in attendance. TCAH now has 60 paying members and 7 "life" members which gives us 67 members on our roster. Our expenses consisted of printing costs for ballots, \$10.47; gift certificates, \$55.00 and a walnut plaque for the David Hueffmeier Memorial Luftwaffe Award, \$54.42 (which I won and am extremely proud of) for a total of \$119.89. As of 1/15/2018, we have \$5245.09 in the club account.

Looking ahead, we have the TCAH Auction in March. This is our only other source of income, beside the annual dues. So, start digging around on your shelf of doom and your bookcase

(Continued on page 3)

2017 TCAH Club Contest Results (continued)

Category 7 Armor

1 st	Bob Maderich	WWI Mk IV
2 nd	Erik Zabel	Matilda Mk 4
3 rd	Mark Jacques	Cromwell Mk 4

Category 8 Ships

1 st	Jim Kloek	IJN Haruna
2 nd	Don Stauffer	HMS Roberts

Category 9 Automotive

1 st	Bob Maderich	Ferrari 312T
2 nd	Erik Zabel	Lexus SC430
3 rd	Scott Harvieux	55 Mercedes

Category 10 Sci-Fi and Real Space

1 st	Steve Shaffer	Von Braun Moon Lander
2 nd	Erik Zabel	Apollo Soyuz
3 rd	John R Ross	Poe's X-Wing

Category 11 MISC (1/144)

1 st	Bernard Kugel	Iron Maiden 747
2 nd	Don Stauffer	KC-97

Dave Heuffmeier Best Luftwaffe Aircraft Award
Dennis Strand Bv.141



2017 TCAH Club Contest Results

Club Challenge (Early Jets 1946-55)

- 1st Erik Zabel F-84G
- 2nd Bruce McClain F-89H
- 3rd John R Ross F-84G

Category 1 Bi-Planes and WWI

- 1st Bernard Kugel Gotha G.IV
- 2nd Johannes Allert Fokker Dr.1
- 3rd Don Stauffer Jn-4 Jenny

Category 2 1/72 Propeller

- 1st Erik Zabel Blenheim 1F
- 2nd Johannes Allert P-40 Tomahawk
- 3rd John R Ross F4U Corsair

Category 3 1/48 Propeller

- 1st John Bernier Bf.109E-4
- 1st Dennis Strand Bv.141
- 2nd Steve Erickson PZL 11c
- 2nd Steve Jantscher Ki-61 Tony
- 3rd Terry Sorg Zero
- 3rd John P Ross Helldiver

Category 4 1/72 Jet

- 1st Bernie Kugel F-104G
- 2nd Terry Sorg F-105G Thunderchief

Category 5 1/48 Jet

- 1st Erik Zabel EE Lightning
- 2nd Steve Shaffer F-8 Crusader
- 3rd Dave Perzel A-10 Thunderbolt

Category 6 1/32

- 1st Erik Zabel Spitfire II
- 2nd Bruce McClain Fw.190
- 3rd John P Ross Fw.190D-9

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Airline Chatter

by Terry Love

Indigo Partners, a large airliner leasing company, ordered 430 A-320s worth \$50 Billion. This is one of the largest commercial airliner orders in history. Indigo already has leased 146 to Wizz Airlines, 134 to Frontier Airlines, 70 to JetSmart Airlines, and 80 to Volans airlines.

Fly Dubai Airlines ordered 225 Boeing 737-800s in a deal worth \$27 Billion.

Alaska Airlines will serve Seattle to Pittsburgh starting next year.

Boeing announced that Avolon Aviation Leasing Company ordered 75 Boeing 737-800s for \$11 Billion.

Boeing is considering building its next airliner - the Boeing 797. It will be a clean sheet twin-aisle airliner holding 225 to 275 passengers. It could fit in between the 737-800 and the 787 Dreamliner for size. Development cost will be around \$15 Billion. First flight should be early 2019, and in service by 2024.

Air Canada is adding flights Toronto to Grand Caymans.

UPS delivered around 750 million packages during the Christmas season.

Delta Airlines flew more than 2.35 million passengers on nearly 23,000 flights during the period over Thanksgiving weekend - Wednesday through Sunday, without a single cancellation anywhere and an on-time rate of 83 percent.

Qantas has issued orders to Boeing and Airbus for an ultra-long range airliner to fly Sydney to New York and London nonstop with a full load of passengers and cargo. In service by 2022.

Boeing bought McDonnell-Douglas in 1997. At that time McDonnell-Douglas was producing the MD-11 and the MD-90. Boeing phased out both immediately but decided to build the MD-95 which was just finishing up flight testing. Boeing renamed the MD-95, the Boeing 717, but everybody knew it was the latest version of the DC-9. It went out of production in 2006 after building only 156. The airlines that operated the 717 were Delta Airlines, Hawaiian Airlines, and Qantas. These airlines loved the airliner and its economics, and they want more of them. But Boeing said that they will NOT reopen the production line.

Airbus will cut the production rate of their A-380 to 6 per year due to lower demand. Last year, Airbus delivered 27 Airbus A-380s.

American Airlines started Dallas to Rio de Janeiro on December 15.

Delta Airlines ordered 100 Airbus A-321s. They will be delivered from the Airbus factory in Mobile, Alabama. At the end of 2017, Delta Airlines had fleet of 150 Airbus A-320s, 42 Airbus A-330s, and 4 Airbus A-350s. Cost of the deal is about \$12.7 Billion.

(Continued from page 2)
and bring lots of modeling goodies to the event.

See you next month.

Doolittle B-25 Build

by Dennis Strand

Marty Agather and Bob Maderich brought completed B-25 kits to the January meeting. Thank you very much gentlemen. This gets us very close to the end. Our current total is 15 model aircraft ready for the flight deck of the Doolittle Project. As you know, 16 is the magic number of B-25s needed. In order to give us the best chance of success, more kits were given out than were required. So, several kits are still out there. Randy Koivisto told me that he expects to have his model done by next month. I spoke with Paul Burpee. He is running into challenges. I am sending him the last unbuilt kit and some other spare parts that were returned to me in order to assist him in his efforts. I believe Keith Brustin is nearing completion. I have not had a chance to find out how Steve Jantscher is doing, but all builders are urged to complete their B-25s. I am sure a few extra models will be welcomed by the CAF.

Todd Loftquist, from the CAF, has been contacted about our progress. He wants me to meet him at the hangar this Wednesday (1/17/2018) to discuss some future projects he has planned for the museum. I don't know what this is about, but I will find out and see if TCAH can help. At any rate, I am going to bring along a sampling of B-25 models to the meeting and see what he thinks of our work. The plan remains to present all the models to the CAF at a TCAH meeting in the near future. I will keep everyone updated.

Bye for now.



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