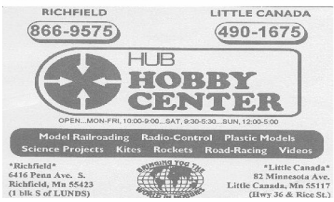



Directions to the Club Meeting Location		
<p>Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.</p> <p>If coming from the western Twin Cities going east on 494:</p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> miles toward the Fleming Field airport terminal building. <p>If coming from east Twin Cities on westbound 494:</p> <ul style="list-style-type: none"> 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 <p>The terminal is on the right with parking available.</p>	
<p>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.</p>		
<p>The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.</p>		
<p>The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.</p>		
<p>See above for the new meeting locations and directions.</p>		
<p>Mail Newsletter material to the editor and address changes to the treasurer.</p>		


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July 2020



Scratch-built 1934 Lambert Monocoupe D-145


by Noel Allard

Lindbergh's 1934 Lambert Monocoupe D-145

by Noel Allard

Here are a few shots of my latest scratchbuilt model of Charles Lindbergh's 1934 Lambert Monocoupe D-145. I just finished this model. Lindbergh bought his plane in 1934 and flew it around the

region until 1940 when he donated it to the Missouri Historical Society. It hung in the airport terminal at Lambert Field for 35 years! I model pretty much Minnesota airplanes and thought this one would be a good representative of Lindbergh.



<div>TCAH Officers President, Steve Jantscher Vice-President, Steve Shaffer Secretary, Bob Maderich Treasurer, Dennis Strand Historian, Merrill Anderson</div>	<div>Treasurer's Report <i>by Dennis Strand</i> There have been no financial transactions involving the TCAH account for the past month. The total for club assets remains at \$5063.22. Be well and keep building. </div>	
<div>Newsletter Info <i>Article Submission Deadline: 22nd of each month</i> <i>Editor</i> Bob Arko 6417 Rice Court Lino Lakes, MN 55014 651-481-8887 boba@arkokraft.com Send Change of Address Notice to: Dennis Strand</div>		
<div>TCAH This Month The monthly meeting will be held on line July 11 beginning at 1:00 pm. Come early. Zoom meeting details will be emailed to the membership, or posted on the club website. </div> 		



F-80
by Frank Cuden

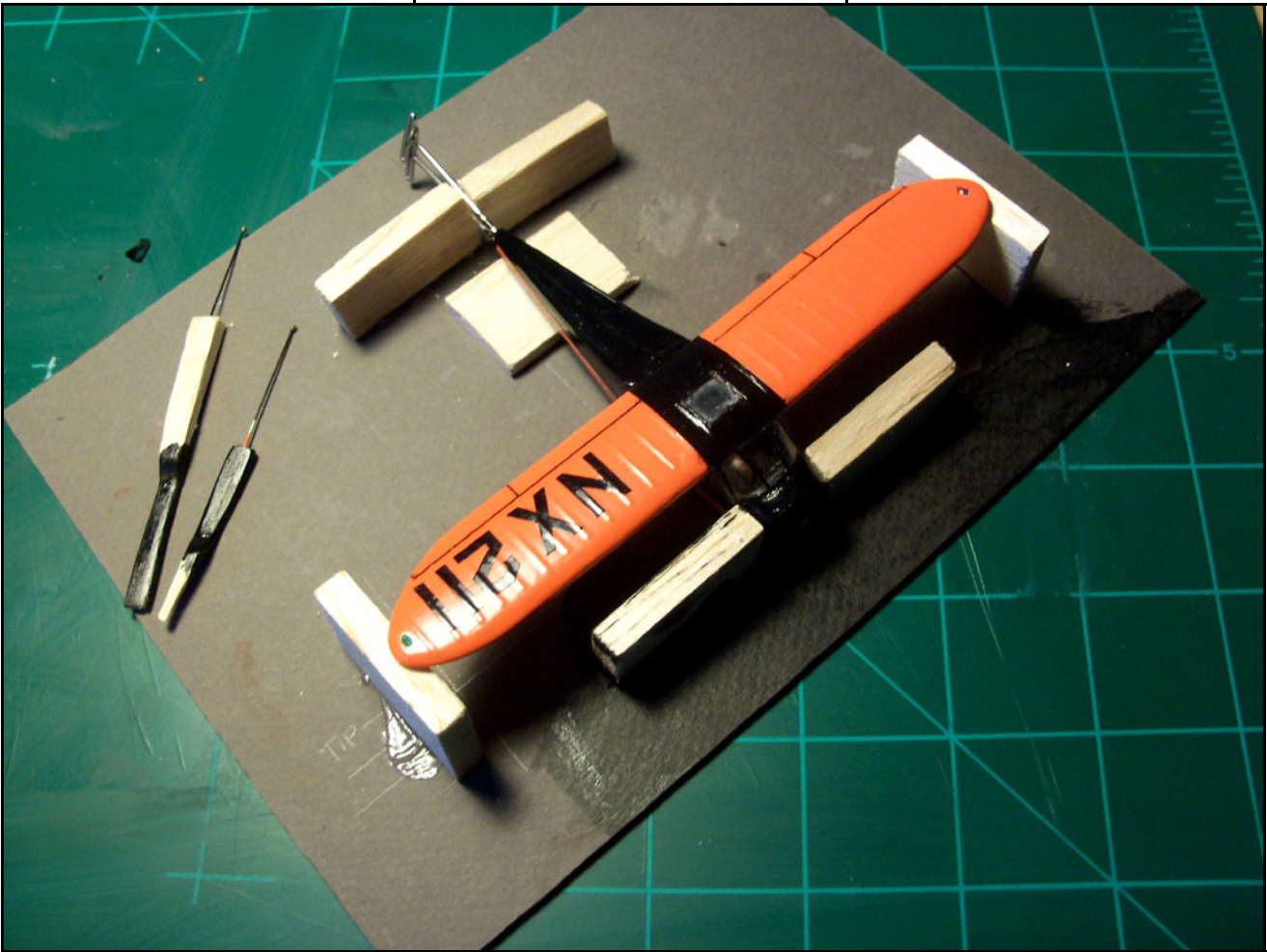
Years ago, someone who had attended the IPMS/USA Columbus Convention gave me a set of the decals that were issued that year. One of the choices on the sheet was a Columbus Naval Air Reserve TV-1. Having purchased the Sword 1/72nd scale kit of the F-80, I re-

cently decided to build it utilizing that decal sheet. The larger wing tip tanks came in the kit so I added them as per photos I saw of the real aircraft on the Internet. My standby Floquil Old Silver along with a couple of shades of Alclad II, covered the scheme along with Model Master International Orange for the fuselage Reserve stripe. I added black wing walks from ScaleMaster striping with some dark gray

pastel, scuffing them up a bit. The anti-glare panel decal came in the kit. Trying to use the kit-provided red flap warning outlines, they disintegrated after I dipped them in warm water so luckily, I had an old MicroScale F-94 decal sheet in my stash and after an insurance coat of MicroScale's Liquid Decal Film, I was able to apply them in a normal fashion. The canopy was vacuformed.



1/72 scale Sword F-80
by Frank Cuden



Noel's Monocoupe under construction.
Noel builds to a small scale and if that is a one-half inch grid on the cutting mat then the model has about a 2-1/2 inch wingspan. That is approximately 1/144 scale.

AD-5
by Frank Cuden

A modeling friend of mine was downsizing his un-built kits and he sent me a list of what he was getting rid of. When I saw the old Monogram 1/72nd scale A-1E kit on the list, I decided to pay his nominal "fee" and it didn't take long for me to find a scheme for it. Having just built the Sword F-80 in a Naval Air Reserve all-silver scheme, I thought I'd follow that one with yet another orange-

banded model that might look good too, in a Dark Sea Blue scheme. Doing a little decal search, I saw that Caracal produced a 1/72nd AD-5 Skyraider scale sheet with a Naval Air Reserve scheme as one of the choices so this one followed the TV-1 model that I built. I used a Cobra Company Interior and purchased Aires Navy Skyraider wheel set. I also ordered Quickboost's wing pylon set as they were more detailed than the thick stubs that were molded to the underwings. A former Navy

Skyraider pilot told me of their practice of wrapping the seat belts around the control sticks as a temporary gust lock for the elevators so I duplicated that by attaching a strip of typing paper along with a couple of etched buckles that were wrapped around the sticks which had been glued in the "full back" position. That added a little interest to the aftermarket cockpit. Those old Monogram kits were nice and I enjoyed the trip down memory lane.



