

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.

Monthly Themes 2024

January-TCAH Club Contest

February-Water subjects. (ships, floatplanes, etc)

March-Commonwealth subjects. (British, Aussie, Irish, etc.)

April-Club Auction. (Bring all your stuff you don't want anymore)

May-Ugly subjects (you are left to your own opinions here!)

June-The Golden Age (subjects between the wars) (1920-1940)

July-Modern Military subjects (1991-present)

August- World War One subjects

September- Sci fi and real space

October- modeling 'disasters' (again, you decide what that is for you)

November- A "Silk Purse" from a "Sows Ear" (a build from a notoriously bad kit)

December- our annual "White Elephant" kit exchange



The Aero Historian



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July 2024



Hasegawa P-3 Orion
1/72 Scale
by Mark Krumrey

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by Mark Krumrey

The Aircraft: In 1957 the Navy called for proposals to replace the piston engined P2-V Neptune and the P5- M Martin Marlin for a more advanced aircraft to conduct maritime patrol and anti-submarine warfare. Lockheed suggested a military version of their L-188 Electra. In April 1958 Lockheed won the competition and was awarded an initial Research and Development contract in May 1958 with production aircraft

being launched in April 1961. Initial delivery to fleet units, VP-8 and VP-44 began in August 1962. So what is the Orion? The Orion is a land based four engine, turbo prop anti-submarine warfare and maritime surveillance aircraft, based on the Lockheed L-188 Electra commercial airliner. Of note is its distinctive "stinger" MAD (Magnetic Anomaly Detector) boom. The P-3 has seen service in many nations Navies throughout the globe, with over 757 being built. [1.]

After over fifty years of

service, the P-3 is being phased out of active service with a few Reserve Units keeping their P-3's; being replaced by the Boeing P8 Poseidon, an aircraft based on the Boeing 737 air frame fulfilling the role of the P3.

The Kit: Hasegawa first released their 1/72nd kit of the P-3 back in 1979 with a release in Japan of a P3 in the markings of VP-50, the Blue Dragons, and a concurrent release in the U.S. under the Hasegawa/Minicraft Label marketed with the markings of a P3 of VP-19

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TCAH Officers

President, Mark Copeland

Vice-President, Steve Hustad

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info
Article Submission Deadline: 22nd of each month

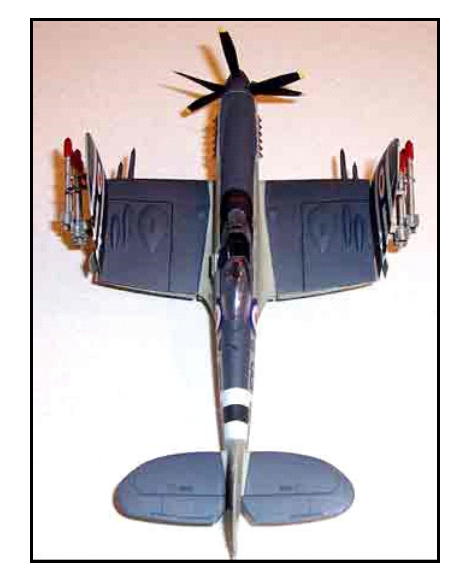
Editor
Bob Arko
 6417 Rice Court
 Lino Lakes, MN 55014
 651-481-8887
 boba@arkokraft.com

Send Change of Address Notice to:
 Dennis Strand

TCAH This Month

July Theme — Modern Military subjects (1991-present)

The monthly meeting will be held Saturday July 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address
by Mark Copeland

Just a few more days until we all have the opportunity to languish in modeling heaven!! Yes, the time has arrived after two years of waiting, the **2024 IPMS National Convention** will commence on Wednesday, July 17th through Sunday, July 21st in Madison, Wisconsin. Over 3000+ models are expected to be entered, 400 vendor tables, dozens of seminars and a wonderful modeling community will descend on the **Monona Convention Center** in downtown Madison. If you have never experienced an **IPMS National Convention** before, I strongly urge you to take the opportunity to go to Madison. You won't regret it!!

If you weren't aware, we have lost a pillar member of the **Twin City Aero Historians**. Frank Cuden passed away in mid-June after a long illness; he was 80 years old. His family has asked the members of TCAH to assist in the disposal of his built model collection along with his unbuilt kits, reference material, supplies and tools, etc. More to come as we get further information from his family concerning the details and timing on their plans. He will be laid to rest in Waukegan, Illinois next to his parents.

Frank requested not to have a formal funeral service; however, we will open the floor up at the July meeting to share some memories of our dear friend and beloved member of the **Twin City Aero Historians** since 1971. To honor his memory, I would like to propose a couple of ideas for trophy sponsorships that we can discuss at the next meeting.

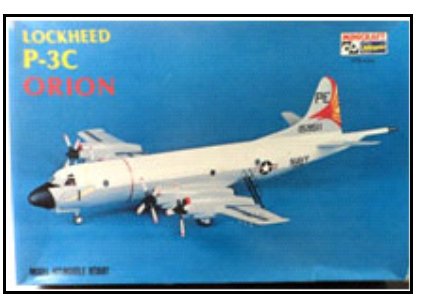
I look forward to seeing everyone at the meeting on July 13th and in Madison at the Nats!!

Treasurer's Report
by Dennis Strand

This month there was no income and we spent \$90.00 on Nordic Con for 2024. There is \$6177.51 currently in our bank account. Be well. Hope to see you at the July meeting.

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 nicknamed "Big Red" in reference to the stylized Red and Yellow Eagle on the tail.

I began a search of kits for the P3 as I am now obsessing over that, but alas, sadly, eBay was the only source for the kit.



The kit I settled on is kit #1147; released in 1979 and represents an aircraft of VP-19, Big Red, based out of Moffet Field, Sunnyvale California. Hasegawa has gotten tremendous mileage from this kit with 26 releases under the Hasegawa label not including at least three releases under the Revell Label, of a Dutch and German aircraft. The tooling has changed over the years to keep

On The Table June 2024

Modeler	Kit	Manufacturer	scale
Steve Shaffer	Spitfire MKIa	Kotare	1/32
	Animated Enterprise	Polar Lights	1/1000
	Enterprise G	3D Printed	1/2500
Bob Ferreira	Spitfire PR19	Airfix	1/72
	Spitfire PR19	Airfix	1/72
	Spitfire FR18	Fujimi	1/72
	Spitfire FR18	Fujimi	1/72
Kevin Rickbeil	B-17G	Revell	1/48
Mark Rossmann	P-47 (FCM decals)	Tamiya	1/48
	P-47	Tamiya	1/48
	P-51 and Jeep	Tamiya	1/48
Bernie Kugel	Dornier 335a-10	Zuki Mori	1/32
	KI-84 "Frank"	TOmy	1/32
	BF-109 E-7	Hasegawa	1/32
Franklin Haws	Liberty Truck	ICM	1/35
Dennis Strand	Arado AR234C-6	Revell	1/48
	Corbin Super Ace	Williams Bros.	1/48
Steve Jantscher	F-4b VF114	Tamiya	1/48
	Luftwaffe 46 Hypersonic bomber	Takom	1/144
Bob Maderich II	1956 Ford Pickup	Revell	1/24
	Stearman PT-17	Revell	1/48
	Stearman Pt-17 (acrobatic vs.)	Revell	1/48
	Gulfhawk	Acc. Min.	1/48
Ken Sallman	Matilda tank	Tamiya	1/35
Steve Hustad	Phoenix D.III	MAC dist.	1/72
Don Stauffer	BF-2		
	F-2		

Scalemaster kit decals went on without any issues, no breaking, shattering splitting: so, kudos to the late Lloyd Jones for his Scalemaster Decals.



I painted the fuselage roof Tamiya X-2 Gloss white over the white primer, masked the lower half and painted it AK-RC220, Light Gull Grey, FS16440, and painted the anti-glare panel and the nose Tamiya NATO Black. The leading edge of the wings, vertical and horizontal stabilizer's True Color TCP-518 High Gloss Velocity Yellow. Wheels were also given a coat of Tamiya

Gloss White, and the tires Tamiya LP-65 Rubber Black. I gave the entire model a coat of Tamiya X-22 Clear and applied the kit decals. For the most part, they went on without a hitch. I left the clear observation windows off until I was finished with the model. I made my own masks for the cockpit glazing but Eduard does make a mask for the P3, Eduard CX-113.

Once the paint had set, I went over certain areas with Tamiya Black Panel Line Marker to bring out some of the wing, grill and nacelle detail, not a lot, but enough to see that it's there.

Conclusion: I have always liked the P3 and the airframe it was derived from, the L-188 Electra. In fact, those 44 years ago, Mike Martin and I used the wings of the Hasegawa kit to mate to a 1/72nd J&L Vacuform Electra Fuselage, Mike, being a pilot for Braniff did his in Braniff and I in Northwest. Sadly, I have

no photos of my NWA Electra, but Mike Martin still has his, photo provided.



Even after 44 years, the kit holds up well. The fit of most parts is very good, including the wing to fuselage mating joint. Very little flash, small parts count and overall looks like a P3. The kit represents modeling technology of the time with those "Confound it" raised panel lines, but such is life.

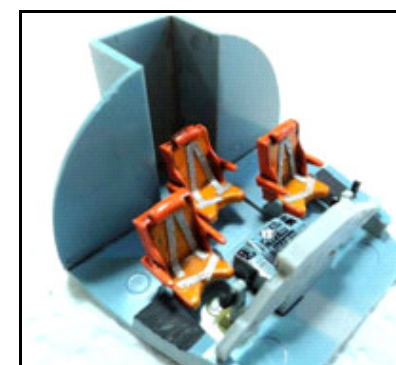
[1.] Wikipedia



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up with the changes of the actual aircraft but except for minor changes to the fuselage and radome, it's the same plastic.

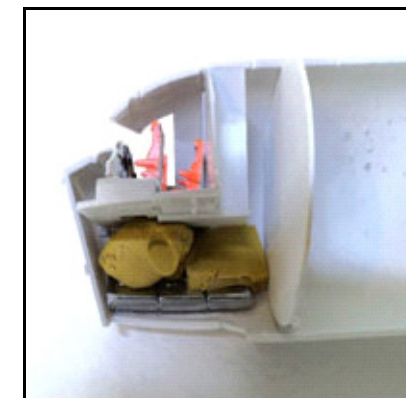
Unlike models packaged today in individual sealed plastic bags, Hasegawa/Minicraft packaged the model with the sprues sandwiched between sheets of a tissue like paper, and as a bonus a flier and application to join the IPMS for only \$12.00 a year. How the times have changed. The kit also provides decals to do a Canadian CP-140 Aurora Aircraft.

The Build: My intent was/is to build the model pretty much bone stock, out of the box, so with that philosophy I started with the cockpit. It's a pretty basic assembly, instrument panel and center console with details provided with decals, two control columns and three seats. I painted the interior per directions, painting the seats orange, I added seat belts fashioned from 1mm Tamiya tape painted silver, the floor and bulkheads I painted grey with the control columns painted the same and the control wheels painted black. I added two ounces of weights in the nose area.



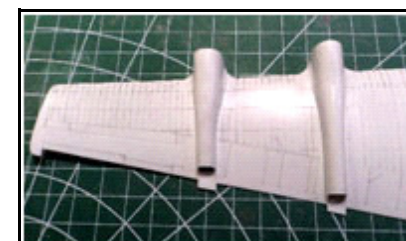
Having worked part time at Superstition Harley Davidson, I got to know the service manager

and was able to get a bunch of wheel weights that the technicians remove when doing tire changes. They are in 1/2 inch square and are in quarter ounce increments, so the fit nicely in the nose and there is not guessing as to the weight. I added a bulkhead to keep the weights in place and inserted them using CA glue and plasticene, (Modeling Clay).



One night at 0200 during a fit of insomnia, I was watching a build of the P3 on YouTube where the modeler, using a rivet tool, added rivet detail to the wings and nacelles. I thought it looked like a good idea and did the same.

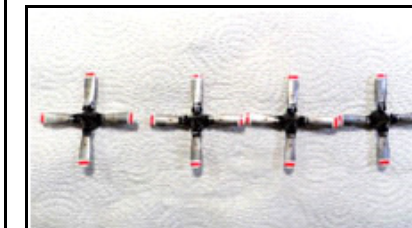
Using a machinist rule I measured out the pattern and using the rivet tool, made the rivets. Not readily noticeable, but it's a subtle detail on the wings to add a bit of interest to the model.



I continued construction per the instructions. I fixed the cockpit glazing in the fuselage, made my own masks from left

over vinyl mask material from another build and filed and sanded the join lines until smooth, the vinyl paint masks can withstand a bit of sanding with the sanding sticks whereas the Tamiya tape won't. The wing to fuselage fit is pretty good only needing a little attention with filler and sanding, the same goes for the sonobuoy piece. I fixed the sonobuoy panel to the fuselage before putting the wings on to allow me to fit in place, once I was satisfied with it, I fixed the wings. Once all the pieces were fixed in place and I was happy with the work, I gave the model a coat of Tamiya White Bottle Primer, checked for seams, fixed accordingly and finished the painting and decaling. I left the landing gear and props off until the very end of the build so I wouldn't knock them off or break them.

The props are a multi-step



paint affair. I started with Tamiya White Primer, masked the tips and painted Tamiya X1 Gloss Black, once dry, I applied Alclad Aluminum, mased the upper half and painted Alclad Dark Aluminum, once set, masked, and painted the rest of the prop and spinner Tamiya XF-69 NATO Black. Once this was set, I remasked the tips, and by using the MK. I eyeball method masked for the red warning stripe on the prop tips. Then after all of this, applied the manufacturer logo and warning lettering. At this point I have to say that the 44-year-old
(Continued on page 6)

