

Noel Allard's 1926 Stinson SB-1 Detroit, a biplane passenger aircraft. The black fuselage and gold wings represents the livery of Northwest Airline's very first purchased aircraft.

## Scratch-Building

by Noel Allard

It's my turn for a thought about scratch building. For as long as I've been in TCAH, (40 years) most of you know I have been a scratch builder. I have, occasionally, built up a plastic model, but basically my era is between-the-wars civilian aircraft and they just don't make plastic kits of things like Wacos or Travel Airs..

I build basically out of balsa wood, coping wheels and other little parts from plastic kits. I have been building in 1/72<sup>nd</sup> scale for the last couple decades and there are things available in that scale such as engines from Aviation Usk, aftermarket wheels, pilot figures, etc. I have always been a believer that portraying the reality of an aircraft means

to have a figure seated in the pilot's seat. I think lots of your really great display models at the meetings and contests lack reality, have something missing, because they do not have a pilot in the cockpit. I would encourage you to do that. Likewise, with the pilot seated in the cockpit, the engine can be running, and so many of you know my trademark is for the propeller to be a plastic disk.

I begin with a good set of three-view plans, although I have carefully crafted my own plans from a handful of photographs and specifications from a book like Juptners or the old Aero Digest magazine. I size them to scale on a copier. From the three-views, I carve out the fuselage of my subject, first the side profile, then the top profile.. For the wings and tail surfaces, I cut them from sheet balsa, sand

them and fill all the pieces with several heavy brushings of Aero Gloss balsa fillercoat. I do the wings as one full-span piece and will cut the piece into left and right sides later. With the wing smooth, I strap it down on my plan sheet and lay on the ribs using 1/64<sup>th</sup> chartpak tape. The tape has adhesive on one side and I apply each strip across the wing in the position of the rib. With the tape laid out, I trim the surplus from the leading and trailing edges of the wing and proceed to stroke on as many as forty or more coats of Aero Gloss butyrate dope color using a wide brush. Eventually, enough coats of paint and the chartpak tape disappears and the ribs stand out.

I always like to be able to see the pilot figure, so after I have applied

*(Continued on page 5)*

## TCAH Officers

**President**, Steve Erickson

**Vice-President**, Bob Ferreira

**Secretary**, Larry Donovan

**Treasurer**, Tom Norrbohm  
612-881-5763

**Historian**, Tom Norrbohm

## Newsletter Info

*Article Submission Deadline: 22nd of each month.*

*Editor*

**Bob Arko**  
6417 Rice Court  
Lino Lakes, MN 55014  
651-481-8887h  
763-496-6742w  
bob@loucksmclagan.com

*Distribution Editor*

**Rick Schmierer**  
1852 E. 39 Street  
Minneapolis, MN 55407  
612-721-8787  
rschmierer@mn.rr.com.

**Send articles to:**

**Bob Arko**  
6417 Rice Court  
Lino Lakes, MN 55014  
bob@loucksmclagan.com

Send Change of address notice to:  
Tom Norrbohm  
9936 Columbus Ave. S.  
Bloomington, MN 55420

## TCAH This Month

The monthly meeting will be held Saturday June 10, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

This month's theme is Last in the Line.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

## GENERAL MEETING MINUTES – April 2006

Meeting was called to order by President Steve Erickson amidst much munching of pizza and slamming down of pop!

### Guests

The club welcomed Randy Krivosar, a former member; and Tom Peterson who is thinking of getting back into the hobby.

### Old Business

Members are urged to put their production lines into war-emergency overtime for the **King of the Heavies Contest** to be held at the June Meeting. The best-dressed modelers are wearing TCAH polo-style shirts (with a pocket or without); Ken Hornby will be taking orders at the meeting and plans to order the shirts this week; price is \$35. There will be a **Nordic Con** meeting subsequent to the regular meeting today.

### New Business

John Roll of **Roll Models** informed the club of his firm's acquisition of Waldron Products; and informed the club of the interesting life of Waldron founder Bob Waldron. Mr Waldron plans on building an airplane in retirement. Randy Krivosar talked to the group about the **Veterans' Memorial** in Chisago County. The **Memorial** has display cases and is asking for models/dioramas/memorabilia from World War One to the present; both the individual and organization he/she represents will be credited by the **Memorial's** association. The last of the Army's venerable Cobra helicopters are being converted to fire-busters; the Army has (at this date) five left unsold, these will be scrapped by Oct 1st 2006 if left unsold. Ken Hornby told the club of the following aviation-themed events coming up this late spring/early Summer: May 13th **CAF Hanger Dance** at their hanger on Fleming Field at 7pm, \$10 entry; May 19th **Duluth Maritime Day** at the Maritime Museum in Canal

Park; May 26 through the 28th is the **Red Wing Airshow** at the airport, this will include three veterans who flew the Doolittle raid in April 1942; July 8th through the 9th is the **Duluth Air Show**, the organizers of which are looking for volunteers to help, volunteers will receive a T-Shirt and free admission to the show.

### Annual Awards

The club would like to honor and congratulate the following members: **Modeler of the Year-Frank Cuden**, **Newsletter Article of the Year-Dave Pluth**, **Historian of the Year-George Mellinger**, and **Member of the Year-Ken Hornby**. Congratulations to you all!!!



### Treasurer's Report **May 2006**

By Tom Norrbohm

May was a busy month! We gained a new member in Richard Koehnen. Welcome aboard Richard! We also spent some of our money! Our expenses for the month came to \$476.18. This included Member of the Year award and others, newsletter/postage, pizza/pop and Nordic Con. Our income was dues and raffle in the amount of \$76.00. Our balance as of 5-22-06 is \$5848.16.

### From the President

By Steve Erickson

Welcome to the lazy days of summer. Not a lot in the way of club business, Nordic con is on track, thanks to Bob and all his crew who seem to be making progress working out the details. I thought pizza day was a great success, I was very proud of all you members, no one spilled too much. Thanks to those who helped clean up the mess and reset the room. remember we are still looking for models for the Chisago Co. Veterans Memorial, if you want to bring something in we can get it to Randy. See you in June. Steve

## Business Meeting

April, 2006

Meeting was called to order by Nordic Con chair Bob Maderich.

### Judging

Steve Hustad informed the Nordic Con committee about the various styles of judging. To be the most flexible the Con will feature an open-format judging. Judging will start at 1pm with results to be announced between 3:30 pm and 4 pm. At this time the committee discussed trophy and trophy packages. Sponsored trophies will be awarded and models judged by the sponsor. There will be a People's Choice award and a Best of Theme (The Golden Age) award.

### Logistics

Committee talked about the cost and delivery of the tables. We will need volunteers to set up the tables on Friday September 22 at about 4pm.

### Advertising

Fliers and posters will be taken to hobby shops in the area by committee members. Clubs in the surrounding areas will also be receiving posters and fliers. The events listings in the Star-Tribune and Pioneer Press will also be mailed notices,

### Raffle

We will use the \$1 and \$2 raffle tickets as per last year. **Please do not forget: Release your stranded boxes/books/videos from their shelves of doom by bringing them to the club meetings in June, July, and August!**



AAHS Journal Quarterlies. Complete 1971 through 1988 (less Fall '85) 71 issues- plus 12 later issues. Total 83 issues. Great stuff... fabulous artwork, 3-views, archival photos of pioneer, airline, military and general aviation subjects. A ton of good WWII articles. Enough to keep you reading for a decade! \$150. (If you had subscribed, this would be \$450 worth of issues.)

Contact Noel Allard  
nallard@unitelc.com.

## TCAH Calendar

June - Last of the Line (last type or company out of business) plus Johannes Allert's King of the Heavies Contest

July - Flaps

August - Free for All

September - Model Disasters

October - TBA

### **AIRLINE CHATTER**

by Terry Love

Continental Airlines lost \$66 million in the first quarter of 2006. Southwest Airlines earned \$61 million in the first quarter of 2006. American Airlines lost \$92 million in the first quarter of 2006. Alaska Airlines lost \$79.1 million in the first quarter of 2006. Sun Country Airlines will add lended winglets to all of their fleet of Boeing 737-800s. This will save 840,000 gallons of jet fuel annually.

Southwest Airlines converted an option for 79 Boeing 737-800s into firm orders worth \$4.5 Billion. Southwest Airlines now has 140 undelivered 737-800s on order from Boeing. Presently Southwest Airlines has 452 Boeing 737s in their fleets.

As of March 31, 2006, Boeing had 1177 orders for the 737 model worth about \$75 Billion. Southwest Airlines is considering going international. If they do, Southwest will begin to cut into the few remaining profitable routes of the legacy carriers.

Midwest Airlines lost \$8.7 million in the first quarter of 2006. Jet Blue Airlines lost \$32 million in the first quarter of 2006. Singapore Airways ordered another 10 Boeing 737-

## Contest Calendar

9-23-06 Nordicon  
Sponsored by TCAH  
Fleming Field  
South St. Paul, MN

800s for \$675 million. Air Pacific, the airline of Fiji, ordered 5 Boeing 787 Dreamliners, bringing the total for 787 orders to 350. Air Tran Airways lost \$4.6 million in the first quarter of 2006. Pinnacle Airlines earned \$13.3 million in the first quarter of 2006.

Delta Airlines began service from Atlanta to Copenhagen on May 1. Other services launched by Delta Airlines on May 1 were Atlanta to Nice, France, and Atlanta to Edinburgh, Scotland. Also begun on May 1 were destinations of Budapest, Hungary, Dublin, Ireland, Manchester, England, and Shannon, Ireland - all from JFK in New York City. Flight equipment is Boeing 767-300ERs. The only way a legacy airline can make money is in international routes, since for domestic routes there is severe competition keeping fares artificially low.

Frontier Airlines ordered 10 Airbus A-320s. Presently Frontier's fleet is 50 Airbuas A-319s. Airbus now has received 4,335 Airbus A-320 family (A-318, A-319, A-320, A-321) orders. and has delivered almost 2800 of those orders.

Boeing has now sold 108 of their BBJs - Boeing Business Jet - the bizjet version of the 737-700. 40% are private individuals, 37% are governments for VIP aircraft, and the balance of 23% are for corporations.

Northwest Airlines pilots voted to take an additional 23.9% pay cut. It will save the airline \$358 million annually.

How much is AVGAS? The highest  
(Continued on page 4)

(Continued from page 3)

is an Aspen, Colorado. 100 octane is \$6.17 per gallon. Now, put that in your Cessna and smoke it!

U S Airways earned \$5 million in the first quarter of 2006.

Northwest Airlines will retire all Douglas DC-10s flying the Atlantic routes this fall. Omni Air will purchase 6 of them. Fleet number 1236 will be cut up and scrapped, mainly due to corrosion in the forward cargo hold.

Northwest Airlines lost a whopping \$1.1 Billion in the first quarter of 2006, but only \$129 million has operational costs due to high fuel prices. The balance was due to one-time reorganizational costs from the bankruptcy.

American Airlines plans NOT to order any new aircraft for at least 7 years.

Delta Airlines lost \$2.1 Billion in the first quarter of 2006. Excluding the reorganizational costs. Delta lost \$356 million in operational costs.

United Airlines has 1520 pilots on layoff, however United sent out 1175 recall notices last month, of which 430 will return, 500 passed on the recall, and about 200 are in the military.

Delta Airlines main hub is Atlanta, Georgia. Delta has more than 1,000 daily departures from Atlanta to 230 nonstop destinations - more than any other hub in the world - to 40 countries and 49 U S states. Delta Airlines has started 25 new destinations since last September, Delta now flies to 447 destinations in 96 countries. Delta is adding 11 new trans-Atlantic routes this summer. Almost 40 new routes were added to the Mexico, South and Central America, and Caribbean destinations.



## NWA FLEET PLANS FOR BANKRUPTCY

by Terry Love

Since entering into bankruptcy last September, Northwest Airlines has had to make some very difficult decisions in order to survive. One of the largest decisions to be made is the fleet mix, and the aircraft to use. This is the plan (as of this month) on what NWA is going to do with their fleet of airliners.

The Douglas DC-10 will basically be gone by October of this year. NWA is selling six of the DC-10-30s to Omni Air and others are interested in some of the other DC-10s that will be left. NWA plans on keeping two (one flying and one spare) in Minneapolis. The only DC-10 flying after October will be from Minneapolis to Honolulu and return until January 8 when they will be gone also.

All remaining Boeing 747-400s that are parked ( there are three of them) will be returning to line flying, and the new Airbus A-330s that are to be delivered this year, plus the normal fall draw-down, NWA will not have to give up any markets of market shares. The additional Airbus A-330s the NWA has on order for next year, 2007, and the new Boeing 787 Dreamliner that will arrive in 2008, will be growth airplanes. Therefore NWA will also dispose of the remaining Boeing 747-200s by the summer of 2007.

NWA has decided to add ETOPS equipment and winglets to eight Boeing 757s so they can fly from the East Coast to Europe starting in the Spring of 2007, next year. NWA has also decided that the Douglas DC-9 fleet will remain constant for at least the next five years. The DC-9 fits into NWA routes almost perfectly. Some DC-9s will rotate into and out of the desert as heavy checks come up on some.

Total loss of airplanes flying now versus before the bankruptcy will be

under 35 as renegotiated leases are done. Most of the losses will be in the Airbus A-319 and A-320 fleets.

Compass Airlines (the new NWA commuter airlines starting up on June 1) expects the first new 76-seater in May of 2007, and they plan to have 30 aircraft by 2010. NWA will decide in June whether to purchase the Embraer or the Bombardier. The order must be placed by July 1 to reserve slots in the production lines. By early 2007 NWA should start to recall more pilots from layoff status.



## Using Future on Models

By Rick Verner

There seems to be two camps of modelers when it comes to using Future Acrylic Floor Wax: those who hate it and those that love it. Scott Bregi has pitched his tent in the "loves it" camp.

Bregi started his seminar at the IPMS Nationals in Atlanta last July by listing off some of the common uses for Future. Most modelers use it as a gloss base coat over flat paints for decals. The Future fills in the microscopic ridges in the flat paint. If those ridges aren't filled, air is trapped between the decal and the paint and looks like cloudy bubbles.

The Future can be brush or sprayed on. Although he airbrushes Future, some use Future as a decal setting solution by brushing it on only where the decal will go and then rolling the decal into the Future. Brushes with wide soft bristles work the best, like a makeup brush, he says.

Bregi cautions modelers that if you use additional setting solutions like Microsol, apply the setting solutions carefully because they can react with the Future. He uses Solvaset and dabs it on the surface of the decal with a cotton swab.

Bregi says he sprays at about 15 psi and applies it a little wet. He

(Continued on page 7)

(Continued from page 1)

the balsa filler coat to the fuselage, I saw out the area that would be the cockpit, use that part to vacuum form the cockpit windows, and to finish the inside of the cockpit. In the case of an open biplane I try to work in as many visible details as possible.. I then insert a painted pilot figure. From the cutout piece, I trim and replace the cockpit sides as slabs, filling in the cuts with body filler and sanding smooth.. From there, I apply chartpak tape to represent the fuselage stringers. The next step is to stroke on dozens of coats of paint to the fuselage to smooth out the stringer lines. Because I'm using wood, I can use Elmer's Glue to assemble the main parts, but I do use a drop of superglue to fasten things together quickly, then apply the Elmer's for a rugged bond.

I jig the fuselage and wings to achieve the proper dihedral, add the detail parts and use rub-down transfer numbers and markings. I have never applied rigging wires, just too many chances to smear everything up with superglue, but from a distance, rigging wires are hard to see on a real aircraft. If I've done a good job, the aircraft is very realistic and represents an aircraft not available in plastic. My latest, a 1926 Stinson SB-1 Detroiter, a biplane passenger aircraft with black fuselage and gold wings represents Northwest Airline's very first purchased aircraft. For the last decade or so I have been modeling only aircraft owned by Minnesotans, so my collection is doubly unique. I always ink the model name, owner and date on the underside of the wing so future viewers will not have to guess what it is. I forget too!

Just a final word about toxicity in reference to Dr. Frank Mitchell's great article on the subject in the May newsletter. Who is to say that toxicity isn't a mortal danger. We have only to remember our good friend and fabulous modeler, Michele Chloquette, who spent hundred and even thousands of hours on a

single model, who died of cancer. But, like all things, drinking water, eating fish, salt and sugar...do these things in moderation. I think most of us do not spend that concentrated time in our workshop, an hour at most any evening. I have been using model airplane dope paint for up to sixty years now. I don't feel that I breath it for lengthy periods and keep a fairly well ventilated shop. I can't use a respirator or mask because I need glasses to see what I am doing and the respirator is in the way. But, hopefully, I'll be around to scratchbuild a few more models.



**Book Review:**  
***Osprey Aces #68***  
**Bf-109 Defense of the Reich Aces**

**By John Weal**  
Reviewed by Fletcher Warren

This book is typical of the Osprey 'Aircraft of the Aces' line of books. This softcover book has 96 pages divided into five chapters and two appendices, 88 black and white photos and 36 colour profiles. The first chapter, The Stage is Set, lays out the situation in Europe during the earliest stages of the defensive campaign, the early raids by the British two-engines and the strategic mindset of the combatants. The next chapter, Struggles and early Successes, is when the book really starts to pick up speed. In this chapter the author describes the early Wilhemshaven bombing raids with great detail, and includes an amusing sub-plot in which the enterprising Lieutenant Heinz Knoke attempts to employ aerial bombing against the American 8<sup>th</sup> Air Force. Although initially successful, the technique is eventually proven to be ineffective. It does however, provide a bit of laughter to an otherwise serious book. The next three chapters, In the Balance, The Tide Turns and The last Act, describe the successes of the 109 pilots, the introduction of the Mustang and the eventual desperate

measures called for by Göering to futilely attempt to stem the tide of American and British bombers. The last chapter ends with the various *gruppen* being sent to the eastern front. The appendices contain a list of pilots awarded with various honors, Orders of Battle, and commentary on the colour profiles. This book is well put together and provided me with an interesting read. Almost all of the photos are new to me and the colour profiles are well done. Highly recommended. The book is available from Roll Models for \$15.75. Thanks to Osprey and Dave Pluth for the review sample.



**MODELS NEEDED FOR VETERANS MUSEUM DISPLAY**

At the May meeting, former TCAH member Randy Koivisto informed the membership of a need of a wide range of 'built' models for a Veterans Museum in Lindstrom, MN. These models would be on permanent loan and displayed in cases and elsewhere in the museum. They are to be aircraft, tanks, ships and figures, and must be in American Service and markings. Be sure to label each model with your name, what the model is, when it was in service and other information as needed.

If you have any models to donate or questions, contact Randy at 651-462-9390 or email him at: [Phantoms4ever@frontiernet.net](mailto:Phantoms4ever@frontiernet.net). He will make arrangements to pick them up at a club meeting or give you other details as to getting them to the museum.



## Spraybooth Logic Ham and Eggs by Dave Pluth

"It's like ham and eggs. The chicken makes a contribution, but the pig, he makes a commitment." – Fred Shero, Philadelphia Flyers Head Coach

Now there's a quote you can sink your teeth into. When I ran across it I thought that it really had "Spraybooth Logic" written all over it.

Our modeling story is much like this quote. We buy a lot of kits; fill our shelves with bits and pieces as well as all the "extras" these would qualify as our "contribution" to the hobby. The commitment on the other hand needs to come from inside and this is where we all generally fall down.

Let's see if this sounds familiar...

You purchase a new kit (of course it's a "gotta have" kit). Before you start the engine in the car to go home, you break it open and start pawing over all the various parts and pieces. As you examine each tree closely you start to wonder what those internet guys were thinking when they said that this isn't a great kit, "it will do just fine for you" you think as you attempt to put it back in the box that is slightly too small. You start your car and begin the venture home.

All the way home you are thinking about how you are going to paint the kit and hitting the mental rolodex about the various sources of information that you have in your vast library. Again that little creeping snippet of doubt sneaks into your thoughts as you sit at a stoplight with the kit calling to you from the seat next to you.

As you pull up to the next stoplight you once again liberate the kit from its eventual cardboard resting place and start to look in earnest for the "flaws" that everyone on the internet was talking about. Still you find nothing. As the light turns green you toss the parts onto the seat and begin rolling. Still the doubt remains, "there has to be something to what those guys were saying"

you tell yourself.

Your trek home is almost complete as you make that final turn into the driveway. You scan the landscape and see that the lawn needs mowing and that there are a dozen other summertime things that just need to get done. You decide to bring the kit down into your "hall of doom" (this is better known as your hobby room and is a not so distant cousin of the shelf of doom). You once again break the kit out of its box and examine it more closely.

You grab some books and compare the outlines and you spend an hour or so studying before your wife pops in and reminds you that the lawn "won't get shorter by itself." (by the way, it will actually get shorter by itself if you let it die off slowly, but that is for another article) Time passes... (ok really days and months pass) ...

You finally sit down to build your kit. The anticipation has gotten you through a family vacation, several home improvement projects and coaching your kids little league baseball team, but now, at last the time has arrived!

You sit down to once again look at the kit, it still looks good, but your nagging doubt is still there about it. You begin with the cockpit, all goes well as you paint and weather it. You begin to assemble the fuselage and that goes without a hitch. "Nothin to it" you tell yourself.

Those guys had it all wrong. But wait, here it comes, you go to assemble the wings and sure enough, there is a (insert suspense trumpets here) GAP!! You knew it, you just knew it, it would have been too good to be true if the kit just went together, all the guys on the internet were right, this thing is a piece of S\*\*\*.

Back into the box it goes and it gets a permanent address on your shelf of doom.

All I can say is "hello chicken" (see the opening quote for an explanation of this if you are completely confused by now).

You never committed to the kit, in fact you were looking and looking for a reason NOT to build it and

when the going got tough, you quit. Why did you quit? Because someone else convinced you that there were problems with the kit, problems that they chose to be beaten by and they have now sucked you into their evil trap. What a shame. Aren't we supposed to be modelers? If you wanted something simpler you should really look into the die-cast stuff, its way simpler to put together and much less work. The next kit you start, make a commitment, a commitment that this one won't beat you and that no matter what, you'll finish it. It may not be the best kit that you've built but you will learn a lot of things from building it.

It's kind of like golf (for those that play). When you go to the driving range you always pull the driver out of the bag and whack the crap out of the ball. You spend almost no time hitting your wedge that will help you recover from errant tee shots (and if your game is like mine, the many other errant shots). Why do you do this? Because it feels good to hit a ball 300 yards and 25 yards further than the guy hitting next to you. You feel dumb hitting a ball 70 yards even though that is where you need the practice. Modeling is exactly the same.

Sometimes its hard to fix something that is messed up, it's easier to just pull something new off the shelf that is still flawless. Rarely if ever does everything on a kit go together just right and you have to fight through the difficulties. Why not just practice and get good at it? After all the true art to the hobby is the recovery stroke, isn't it?

So for now, be a pig, make the commitment and then shut up and build!

-Dave

### FROM THE EDITOR

I have received submittals to fill one more issue of the newsletter. That's a great response, but keep it coming if we want the good stuff to continue into August and beyond. We could also use more photos. Thanks to everyone who sends stuff to me.

(Continued from page 4)

then looks obliquely along the surface of the model to determine how heavily the Future is going on. After the Future is applied Bregi rotates the model upside down to help the heavier areas of Future smooth out.

If it should be put on too heavy and look cloudy, it should clear up after a day or two.

Once the decals have been applied over the Future, go back and seal them with another coat to smooth the edges of the decal making it look painted on.

Future can gum up an airbrush quickly. "If you are going to stop spraying for more than five minutes, put the tip of your airbrush in water," Bregi advises.

Bregi did say he had problems with Future cracking as a top coat for the glossy surface of a car. "It doesn't dry smooth enough to be a top coat," he says. Future also doesn't buff out.

Future can work as a protective coat for natural metal surfaces and an undercoat for Alcad. The Future smoothes out rough, irregular surfaces. Bregi also uses Mr. Surfacer 1000 as a base for bare metal models. He mixes Mr. Surfacer 1000 in equal parts (50/50) with laquer thinner and airbrushes it on. Bregi chooses to hand brush on Mr. Surfacer 500 for gap filling.

Another good use is improving the clarity of clear plastic parts by dipping or brushing on Future. Bregi usually leaves the part attached to a section of sprue so he has something to hold onto.

"Pour the Future over the canopy to avoid getting dust in Future," Bregi advises. If you should see dust in the canopy you can soak it in more Future and then wipe the dust away or brush out the dust with a cotton swab or sable brush, he said.

For clear parts, start by thoroughly cleaning out a glass jar. "Anything that is in the jar will get in the Future." Bregi says. It's possible to swish the canopy around in to wash off the particle, but too much agitation will add air bubbles to the Future. Windex will remove Future if the particle dries to the surface. Once the canopy is coated with a

dust free coat of future, Bregi uses fast-food napkins to wick up the excess from the edge of the part.

"Fast food napkins like the ones from Burger King are lower in paper fiber," so there is less particles to get in the Future Bregi explains.

"Just grab some extras when you go out to eat, I've always got some around the house," he said.

Tilt the part and wait for the Future to collect and touch the napkin to the excess.

When the Future is drying, Bregi puts the part in a dust free container like a small plastic Sterolite container.

Future takes about 24 hours to dry, longer in high humidity. When Bregi starts a new model he will coat the canopy first so that as he builds the Future has plenty of time to dry.

Be careful when masking a canopy once it has been coated with Future, he warns. If you are going to leave the mask on for over a week, make sure the Future is good and dry so the mask doesn't lift the Future.

Tinting windshields and panels can be done with a light Future coat as well. Bregi adds food coloring or any water based dye to make a tint for windshields. With weathering, since the tint is transparent and not opaque like paint, you can vary the color and sheen of a surface without outright changing it.

Bregi said some modelers also use Future as a glue for transparent parts.



### ON THE TABLE

May 2006

Modeler	Kit	Scale	Manufacturer	Notes
Ken Sallman	P-47M	1/48	Tamiya	
Sean Brzozovl	Millenium Falcon	1/72	Fine Molds	
Steve Jantscher	Pershing Tank	1/35	Tamiya	
John Dunphy	M-46 Tank	1/35	DML	
John Dunphy	KV-I	1/35	Trumpeter	
John Dunphy	SBD-3 Dauntless	1/48	Hasegawa	
Steve Hustad	ME-262B1a/u1	1/72	Hasegawa	
Steve Hustad	Heinkel He-162A2	1/72	DML	
Dennis Strand	P-51D	1/48	Hasegawa	
Johannes Allert	T-34/85	1/72	Revell	
Bob Maderich	PzKpfw-III	1/35	Tamiya	
Bob Maderich	Junkers Ju-52	1/72	Italieri	
Steve Rewey	G4A1 Betty	1/48		
Don Stauffer	P-12E	1/32	Hasegawa	
Merrill Anderson	Sopwith Snipe	1/72	Pegasus	
Merrill Anderson	Sopwith Dolphin	1/72		
Steve Erickson	P-51D	1/48	Hasegawa	
Steve Erickson	Hawker Tempest	1/48	AMT	

## 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 I-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.

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 Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

**ROLL MODELS INC.**  
<http://www.rollmodels.com>

The Internet Model Shop!


Great Stuff!  
 Great Prices!  
 Great Service!

John Roll  
 Vice President  
[john@rollmodels.com](mailto:john@rollmodels.com)

2709 Vale Crest Rd.  
 Crystal, MN 55422-3427  
 Bus: 612/545-0399  
 Fax: 612/545-0899

RICHFIELD  
**866-9575**

LITTLE CANADA  
**490-1675**



**HUB HOBBY CENTER**

OPEN: MON-FRI, 10:00-9:00...SAT, 9:30-5:30...SUN, 12:00-5:00

Model Railroading Radio-Control Plastic Models  
 Science Projects Kites Rockets Road-Racing Videos

\*Richfield\* 6416 Penn Ave. S. Richfield, Mn 55423 (1 blk S of LUNDS)  
 \*Little Canada\* 82 Minnesota Ave. Little Canada, Mn 55117 (Hwy 36 & Rice St.)

**HobbyTown USA.**  
 Over 150 Franchise Stores Nationwide!

GEORGE ASADOURIAN  
 OWNER

Valley Creek Mall  
 1750 Weir Dr.  
 Woodbury, MN 55125  
 Phone (651) 702-0355  
 Fax (651) 702-0610  
[www.hobbytown.com](http://www.hobbytown.com)

**FE** [www.FarEastHobby.com](http://www.FarEastHobby.com)  
 15951 Via Puro, San Lorenzo, CA 94580-2443  
 Email: [webmaster@FarEastHobby.com](mailto:webmaster@FarEastHobby.com)  
 ---Your warehouse-priced direct source from the Far East !!!

Make MO/Check payable to :

**KIT C. LAM**

- \* 1/35, 1/76, 1/700 plastic models and PE sets.
- \* Dragon / DML, Matchbox, Voyage Models and more.....