



Fujimi 1/72 A-7A Corsair *by Frank Cuden*

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This is my recently-completed 1/72nd Fujimi A-7A Corsair. I had an old MicroScale decal sheet that had Bi-Centennial markings on it so with those, I now have one from the 1976 National celebration in my collection. Its a great little kit but I "spoiled" it by adding an Aires ill-fitting aftermarket resin cockpit to the mix. It took some sanding and filing to get it to fit between

the fuselage halves but its presence added good detail to the cockpit.

Due to the age of the decals, I coated them a couple of times with MicroScale's Clear Decal Film and used Solvaset to get them to hunker down. I found the intake cover in a bag of left-over parts and I have no idea of where it came from but it fit well.

Testors Gloss Light Gull Gray was air brushed on top and

Testors enamel White for the bottom. I coated the entire model with Testors Dullcoat after soft lead pencil panel lines and decals were applied. The Remove Before Flight flag came from Verlinden and the sealing tape around the canopy frame was from a 1/48th scale T-38 sheet. I cut the strips from a yellow band that was on the sheet. Some streaking was applied with medium gray pastel dust - a little goes a long way.



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 January 13, 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

Well a new year is upon us. Time to look forward to new and fun times for the TCAH.

This month we will have our Annual Club Contest, with the Annual Club Challenge (Early Jets 1946-55) and the Dave Hueffmeier Luftwaffe award. There won't be much discussed for club business. Just looking at the models and judging what looks best. We will still be giving out gift certificates to the 1st, 2nd, and 3rd place in the following categories:

- 1, WWI and Biplanes, all scales
- 2, 1/72 Propeller Aircraft
- 3, 1/48 Propeller Aircraft
- 4, 1/72 Jet Aircraft
- 5, 1/48 Jet Aircraft
- 6, 1/32 Aircraft
- 7, Armor, all scales
- 8, Ships, all scales
- 9, Automotive, all scales
- 10, Sci-Fi
- 11, MISC
- 12, Juniors

I will make the ballots for the contest as well as the club challenge and Luftwaffe award.

At the December meeting we had our annual White Elephant Challenge. We had a lot of participants, 24 if I counted right. We had a lot of fun opening and sniping kits and lots of good stuff to be had. You have a year to build your kit. I have 5 kits from the various clubs I am a member with, so I have lots of work to do.

I called a meeting of the club officers to discuss my agenda for 2018 and to get their feedback before presenting it to the club. We talked about eliminating the gift certificate prizes for the 2019 club contest and to come up with a replacement. Also discussed

are having themes brought back for some of the upcoming Show N Tell's at our meetings. I also brought up trying to get new coffee mugs made with our club logo on them. I was told Frack Cuden took care of that in 2006. I contacted Frank and he was gracious enough to look into it, unfortunately the people who did it back in 2006 now contract the work out of state and it is too expensive to have what we are looking for. So if anyone knows someone who can do this kind of work, please let me know.

Well, I guess I'll see you at the meeting,
Model on



Treasurer's Report

by Dennis Strand

Our current club balance at the end of 2017 is \$5199.98. This compares with last year's December total of \$6119.56. As you can see, we are somewhat lower than at this time in 2016 and a downward trend is indicated. But, if we go back further, we find that in December Of 2015 we had \$4977.45 and in December of 2014 the total was \$4568.17. I believe we are in good financial shape as we go forward into 2018.

Last month our club expenses were \$30.00 for gift certificates and \$21.38 for sales tax on our rent. This total came to \$56.38. Our \$105.00 income was derived from 7 people who renewed their TCAH membership at the December meeting. There are 15 members, who are listed on the TCAH Roster for March of 2017 and have not renewed. I am going to email a reminder to as

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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 Air, 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 a fleet of 150 Airbus A-320s, 42 Airbus A-330s, and 4 Airbus A-350s. Cost of the deal is about \$12.7 Billion.



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many as I have addresses for and see what happens.

Currently TCAH has 55 members. This includes 7 "life" members. If you have not

renewed yet or, are reading this newsletter and want to join the Twin City Aero Historians, Please send \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107. I will send you a brand new 2018 TCAH membership card in the mail.

Everyone please have a wonderful holiday season and a merry Christmas!



Doolittle B-25 Build

by Dennis Strand

Two more completed 1/72 B-25B models arrived at the December meeting. They were built by Bob Arko and Dave Herbert. Both kits were finished with a high degree of craftsmanship and will be great additions to the "Raiders". There are now 13 completed aircraft with only 3 to go.

I talked with Randy Koivisto, who is nearing completion. Keith Brustin is also advanced in his project. Bob Maderich has had more than his share of challenges, but as a true determined and able modeler, is determined to complete his kit. Well done everyone!

There are still at least three additional kits out there being worked on and Chris Songalia is standing by with a backup kit that has not been started. At this rate, it is possible that we may wind up with more than 16 B-25's. If that is the case, we will give the CAF additional models in case there are any "accidents" during construction of the flight deck.

See you next year.







Trumpeter Mig-15bis

by Mark L. Rossmann

The Mig-15 (Mikoyan-Gurevich) was one of the first successful swept wing fighters, with an estimate of 18,000 Russian and Foreign licensed jets produced.

The first turbojet fighter developed by Mikoyan-Gurevich OKB was the Mikoyan-Gurevich MiG-9. Using a pair of reverse-engineered German BMW 003 engines, the MiG-9 was a troublesome design that suffered from weak, unreliable engines and control problems. It was designed with the straight-style wings common to piston-engined fighters.

The Soviet aviation minister Mikhail Khronichev and aircraft designer A. S. Yakovlev suggested to Premier Joseph Stalin that the USSR buy the conservative but fully developed Nene engines from Rolls-Royce for the purpose of copying them in a minimum of time. Stalin is said to have replied, "What fool will sell us his secrets?"

Stalin ok'd it and Mikoyan, engine designer Vladimir Klimov, and others traveled to the United Kingdom to request the engines. To their amazement, the British Labour government and its Minister of Trade, Sir Stafford Cripps, were perfectly willing to provide technical information and a license to manufacture the Rolls-Royce Nene. Sample engines were purchased and delivered with blueprints. Following evaluation and adaptation to Russian conditions, the windfall technology was tooled for mass-production as the Klimov RD-45.

The MiG-15's design understandably shared features, and some appearance commonal-

ities with the MiG design bureau's own 1945-46 attempt at a Soviet-built version of the Messerschmitt Me 263 rocket fighter in the appearance of its fuselage. The new MiG retained the previous straight-winged MiG-9's wing and tail-plane placement.

The MiG design was favored over the La-168 design for mass production. Designated **MiG-15**, the first production example flew on 31 December 1948. It entered Soviet Air Force service in 1949, and subsequently received the NATO reporting name "Fagot". Early production examples had a tendency to roll to the left or to the right due to manufacturing variances, so aerodynamic trimmers called "*nozh*" (knives) were fitted to correct the problem, the knives being adjusted by ground crews until the aircraft flew correctly.

The MiG-15 was originally intended to intercept American bombers like the B-29. It was even evaluated in mock air-to-air combat trials with a captured U. S. B-29, as well as the later Soviet B-29 copy, the Tupolev Tu-4. To ensure the destruction of such large bombers, the MiG-15 carried autocannons: two 23 mm with 80 rounds per gun and a single 37 mm with 40 rounds

Chinese MiG-15s took part in the first jet-*versus*-jet dogfights during the Korean War. The swept-wing MiG-15 quickly proved superior to the first-generation, straight-wing jets of western air forces such as the F-80 and British Gloster Meteor, as well as piston-engined P-51 Mustangs and Vought F4U Corsairs. First Lieutenant Semyon Fyodorovich Khominich scored the first jet-vs-jet victory in history when he bagged the F-80C of Frank Van Sickle, who died in

the encounter. Only the F-86 Sabre was a match for the MiG.

The Mig-15 flew with the Eastern Bloc countries and 3rd world air forces totaling at least 38 countries, with the likes of Finland, Hungary, Iraq, Cuba, Algeria, Angola, and East Germany.

This is the Trumpeter 1/32 Mig-15. This is my very first 1/32 scale aircraft, just the right size and number of pieces. I bought it from a club auction with the front half partially built, had to improvise through parts not put together in the proper order. Some internal parts could not be accommodated, such as the engine. In the end it went together just fine, I think it turned out looking like a Mig-15bis.

Paint: Tamiya TS-30 Silver rattle can.

Testers Stainless Steel rattle can, for the darker panels

Cockpit: Was already in place and appears to have been a resin replacement

(u n k n o w n manufacturer) as the original cockpit was still on the sprue.

Instrument Panel: Airscale Early Soviet Jet Dial decals, AS32 SJET. I found an online picture of a Mig-15 instrument panel and was able to match them up.

Decals: Cutting Edge "Mig-15bis "Fagots"", CED32017. Three aircraft are available;

1. Sr. Lt Kim Ro Suk (North Korean Defector)

2. Maj Golshhevski, (Russian night fighter ace)

3. The set I used was for Polish Air Force defector

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Franciszek Jarek, flying to Bornholm Denmark, the day Stalin's death was announced, March 5, 1953.

Radio Wire: Fine E Z Line

References:

1. Information obtained from Cutting Edge Decals CED32017.

2. Wikipedia MiG-15 site: https://en.wikipedia.org/wiki/Mikoyan-Gurevich_MiG-15

3. MiG-15 in Action; Squadron/Signals publication 1990.



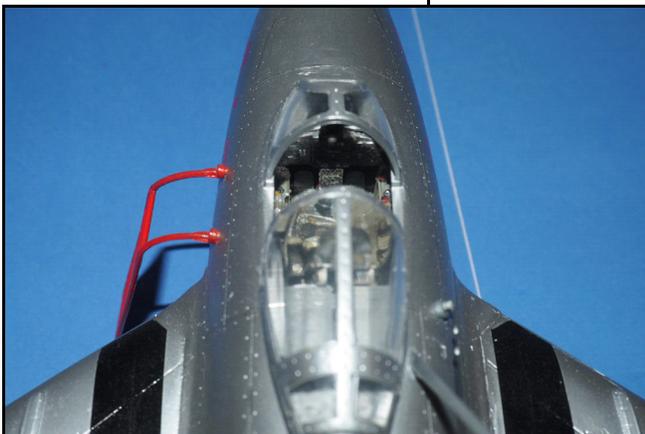
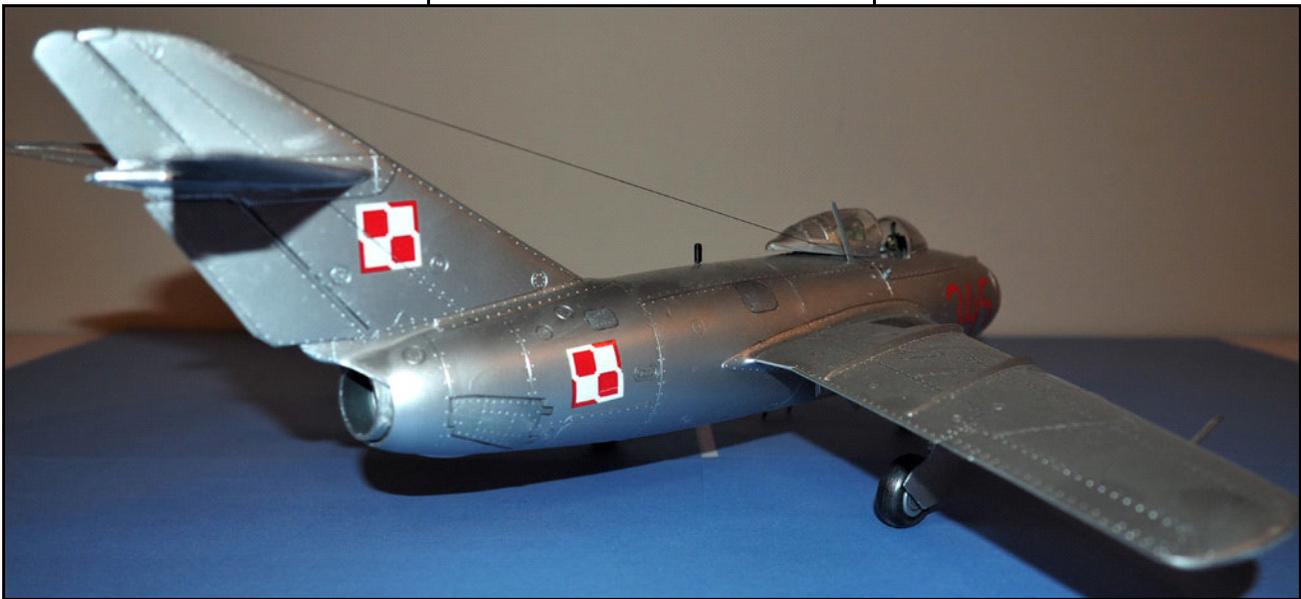
Hook 'Em Cows
by Dennis Strand

I received an email from Robb Keech, who was recently elected to the position of Education Officer at the CAF in South St. Paul. He is in search of a B-24 Liberator model for a display that he is currently working on. The model would be part of a display talking about the "Buy-A-Bomber" program. A civic group called the "Hook'em Cows" in South St. Paul, "bought" a B-24 and it had their name on it.

If you google Hookem Cow

Liberator, you can see some pictures of the real thing and a magnificent RC model. I came up with two built models of B-24Ds. One in 1/72 scale and the other in 1/48. I am going to meet Robb at the CAF hangar this Saturday (12/23/2017) and show him the models so that he can judge the size he needs.

Unfortunately, a B-24J is needed according to the photos and a way of duplicating the nose art will also be required. If anyone can help with a model or knowledge/skill of how we can paint or make a decal of the nose art, it would be greatly appreciated. I will bring pictures of the aircraft to the next TCAH



meeting (1/13/2018) and would encourage discussion relating to the best way to go about this project.

I would like to help out the CAF in this matter and continue our positive interaction with this organization.



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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