

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.

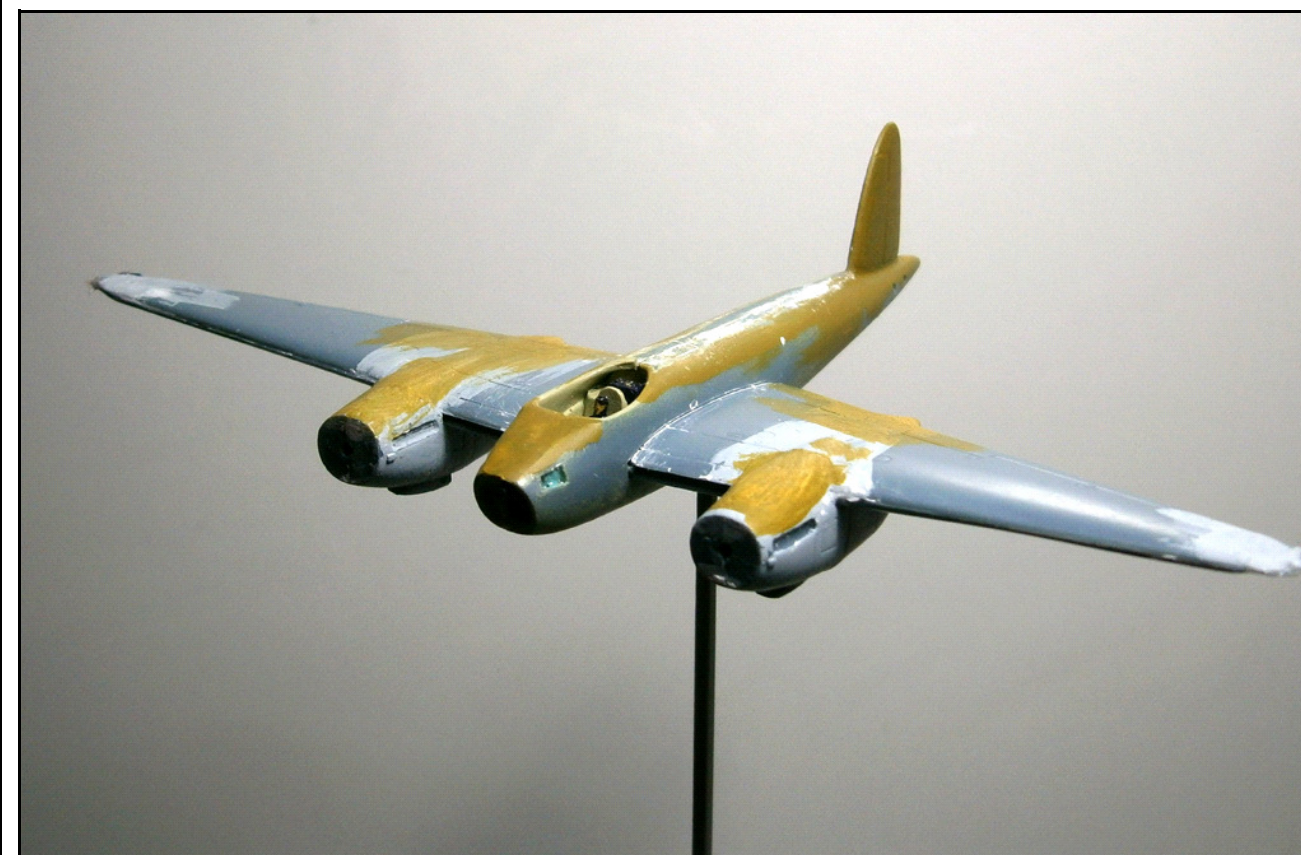
The Aero Historian



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November 2021



1/144 Scale Mark I Models De Havilland Mosquito B.IV

by Bob Arko

Work In Progress

by Bob Arko

I have been building a DH 98 Mosquito in 1/44 scale and having a good time. In the photos the multiple colors are different stages of filling and sanding. What's nice in 1/144 scale is none of the seams are very long, so the putty job doesn't drag on and on. So I didn't get discouraged when I had to go through four or five episodes of adding more putty where the fill job still had imperfections. I wound up

with some pretty good seams this time, and this kit needed it. There are almost no alignment goodies in the mold, so I made some alignment tabs out of scrap and attached them inside, along the seams, before final assembly. That helped, but the result wasn't perfect. But I think I got it now.

An unusual approach to providing clear lenses for the navigation lights was to mold separate pieces for the wingtips out of clear styrene. These were a challenge to mount correctly (no lo-

cating pins) so they required even more putty. With enough putty they finally blended in. The lenses are on the front and rear corners of the wingtips, and needed masking to protect them during this operation.

Another challenge was the way this kit's wing attachment was designed. There are no tabs, etc. for alignment, only a recessed wing root that the wing should mate with. On my assembly the wing was a little larger than the recessed area, and I

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TCAH Officers

President, Steve Jantscher

Vice-President, Steve Shaffer

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

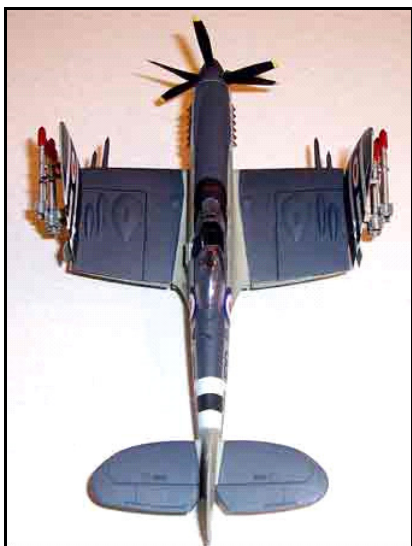
Editor

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

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



Treasurer's Report by Dennis Strand

We're in the money! By a certain alignment of the planets, Nordic Con and the annual club auction occurred within 14 days of each other. There was an unusual situation in that the club was selling donated models at a vendors table at Nordic Con. This brought in \$456.00. This probably will not happen again as there was some grumbling about undercutting the prices of some of the other vendors. At any rate, this sum was directed to the club coffers. The remainder of these models were sold at the club auction two weeks later.

Speaking of the club auction, we did very well I think. The total intake was \$1259.00. This, I believe, is above average and I was pleasantly surprised. In addition, we had three members renew for a total of an additional \$45.00. The club, now has a total of \$6182.45 to work with.

Currently we have 26 paid club members for 2022. A couple of people approached me to pay their dues during the auction, but I turned them away. I apologize, but I guess I am not great as a multi-tasker. I needed to focus my limited mental faculties at the task at hand. I urge them to return at the November meeting and we can get them signed up. It is important that members pay their dues before December 31, not only because there is an additional \$5.00 late fee, but we need to know who all the members in good standing are by that date so that we can print an accurate and complete TCAH roster in a timely manner for the coming year.

Dues remain at a paltry \$15.00. See me at the November meeting or send a check to:

Dennis Strand
833 Manomin Ave.,
St. Paul, MN 55107

Keep building models and be good.



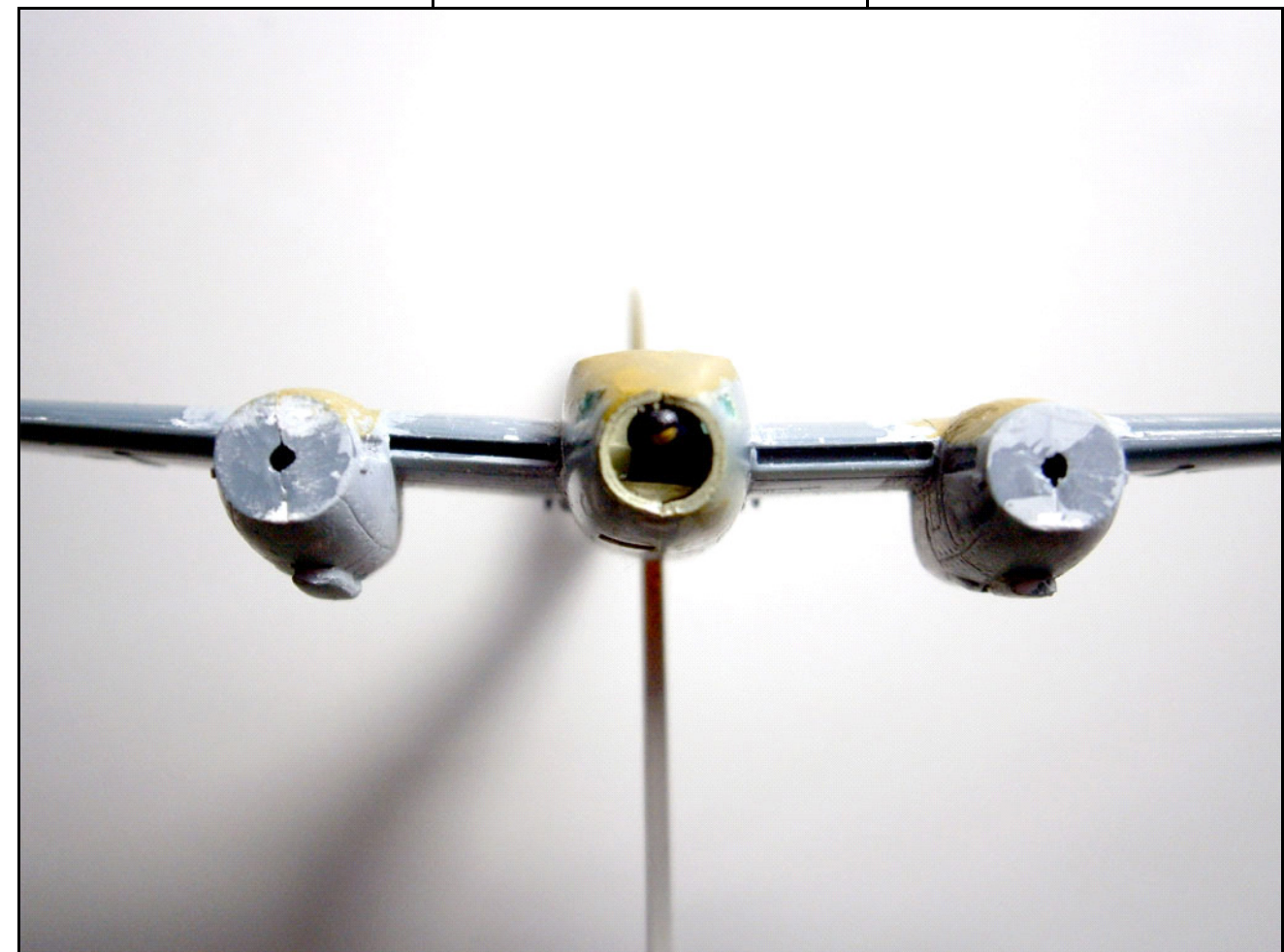
Gone West by Frank Cuden

Dave Weitzel passed away on Monday, November 1, from viral pneumonia and Covid. He was one of TCAH's "Life" members. I can remember him being very helpful to me with modeling tips when I started attending meetings. The club was lucky to have him.



The grid on the cutting mat shows the small size of a 1/144 scale model. The wingspan is just under 5 inches.

Front view showing the N-scale (approx. 1/150 to 1/160 scale) bomb aimer figure. There won't be much detail visible through the clear styrene nose glazing, but you can tell someone is in there.



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Goldberg as it sounds, it worked pretty well.

As you may have noticed, I have added a square brass tubing insert in the bottom of the fuselage to take a square brass rod as a stand. I like to mount my airplane models in a flying pose. (I can't remember the last time I fiddled around with landing gear). So, the model should have crew figures, but none were provided in the kit. But, the N scale model railroad stuff is a nominal 1/160 scale, and packages of N scale figures are

marked as being 1/150 to 1/160 scale. So I ordered a package of 100 seated N scale figures from Amazon, and I can pick and choose which ones look good in my various 1/144 scale models. I paint them in a general scheme of uniform colors, and through the canopy its impossible to tell that the figures are molded wearing a business suit, or other costume.

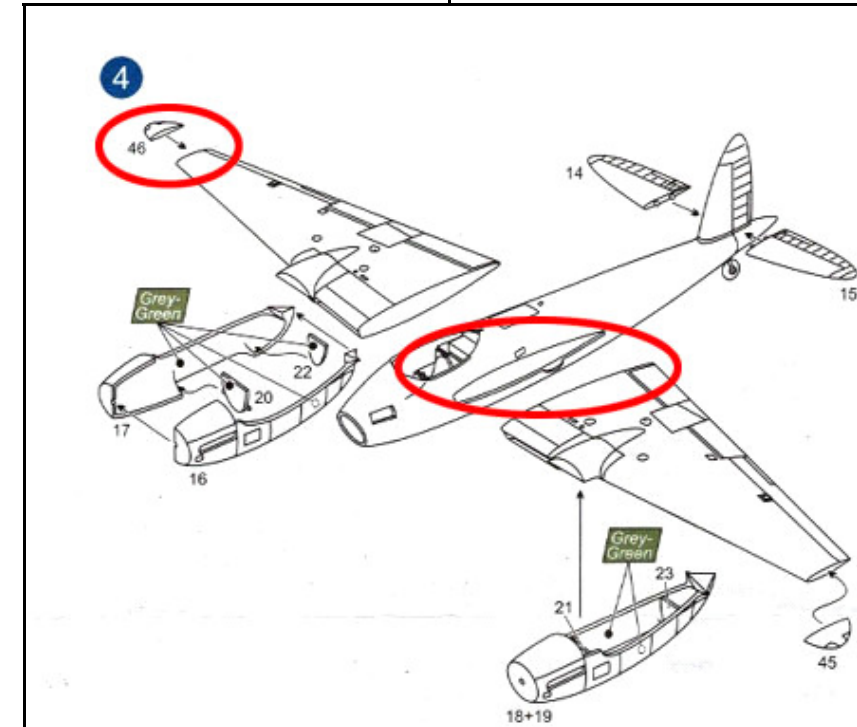
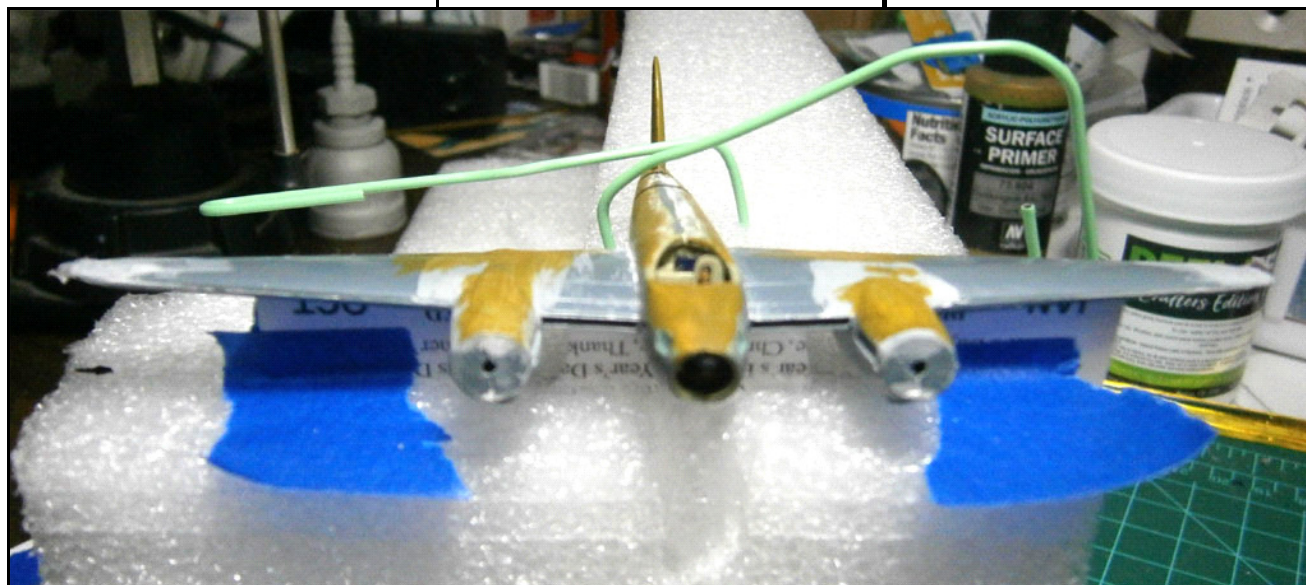
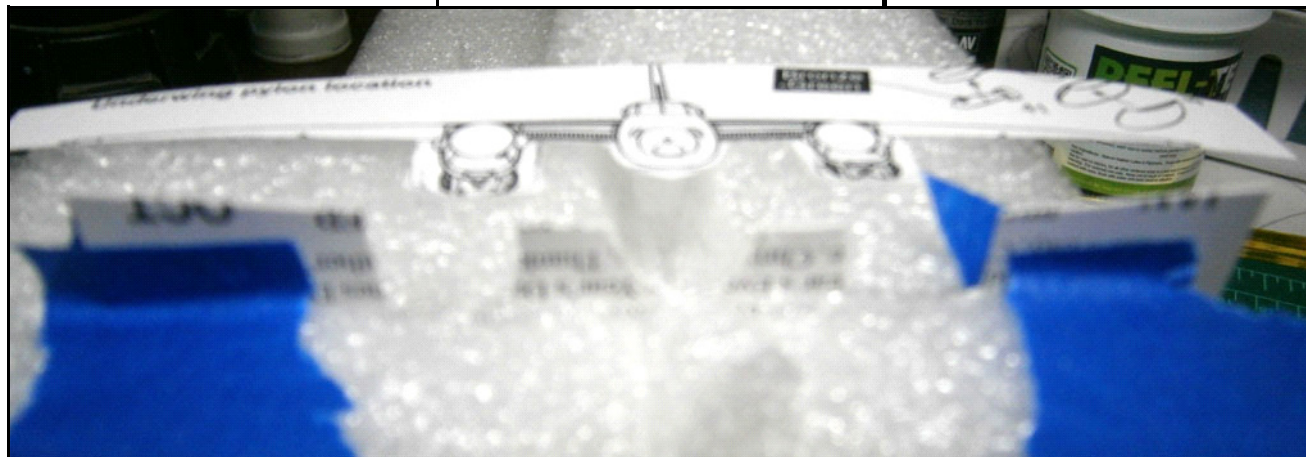
The pilot figure seems a little short, and I should have put a spacer under him to represent a parachute pack, and raise him up a bit. So maybe he's Tom Cruise

instead of Cliff Robertson. I also used a figure to be the bomb aimer. I just tipped a sitting figure onto his knees, and glued him in that way. With the relatively simple bomb aiming device used by the RAF, this pose is pretty accurate (no Norden bomb site for these fellows).

After I complete the assembly I plan to try some of the finishing techniques from The Weathering Aircraft magazine, and the special issue on 1/144 Propeller Planes from Ammo by MIG Jimenez.



The jig set up for gluing the wings with the correct dihedral set



Panel from the instructions showing recessed wing mounting area and the separate wingtips.

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had to get creative to make the wing fit. The final solution was to mount a shaping bit in my moto-tool and remove some plastic at the root of the wing to a depth, and offset, that would mate with the recess. This was freehand, and so the result required some putty after the wings were glued in place.

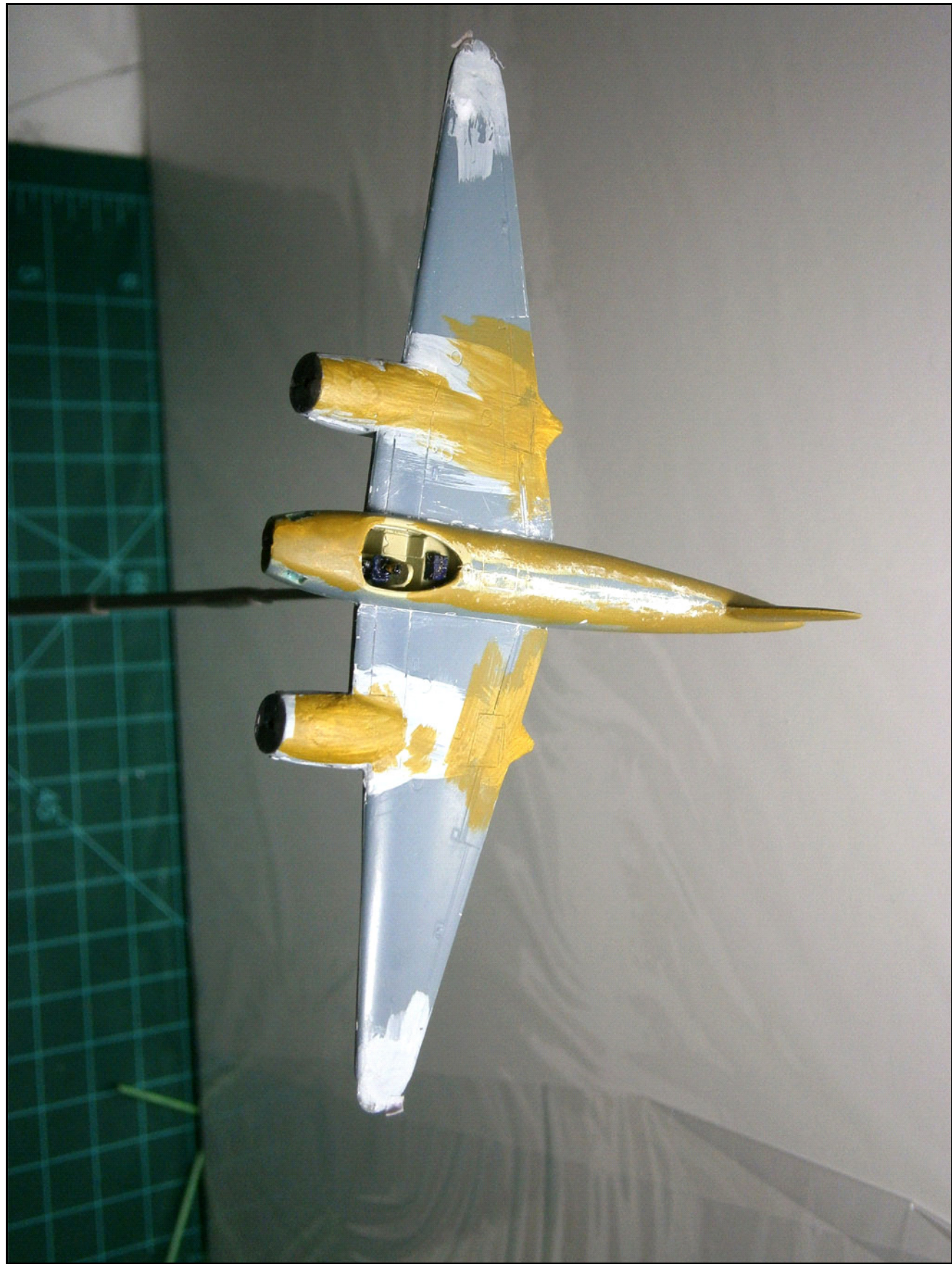
This left no support for getting the wing alignment and dihedral correct. To address this I built a simple jig for setting the dihedral. The instructions included a three-view to scale, which I copied. I cut along the bottom of the wing in the front view, and also around the nacelles and fuselage. I glued this to a thin piece of scrap plastic for rigidity. I used a piece of packing foam for a base, and made cut-outs for the nacelles and fuselage of the model, and a slot to hold the dihedral jig. I aligned the

Dremel with shaping bit used to rabbet wing root

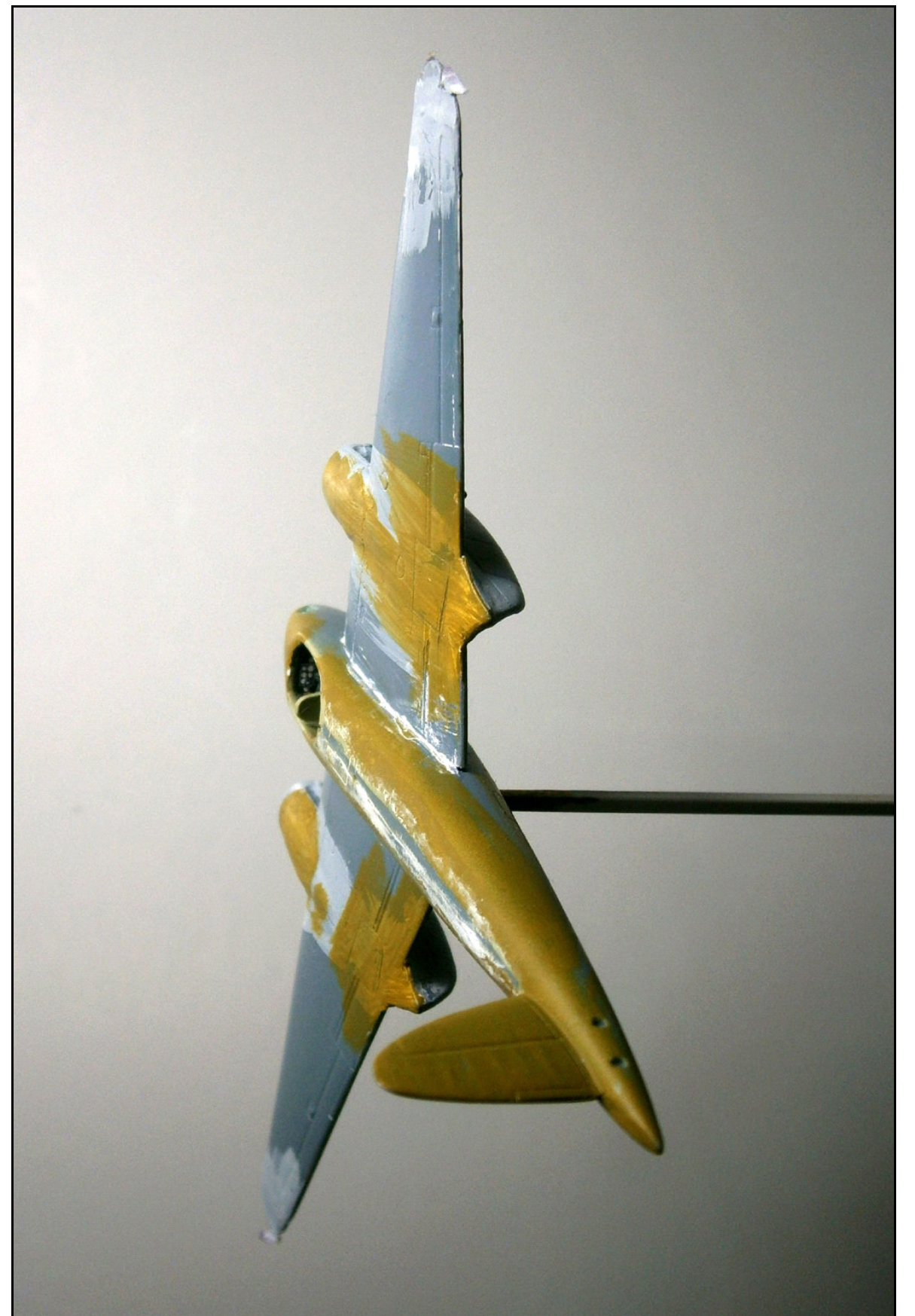


jig in the slot, then I attached the wings using old fashioned Testor's tube cement, because it would stay where I put it and dry slowly. The slow drying was a key to success. With the wings in place and more or less inclined to stay put, I laid the model in the jig and aligned the parts. Then, facing the jig squarely from in front, I examined how the wings matched the dihedral of the guide in the jig. With the glue still gooey, I was able to roll the fuselage to either side in the trough cutout of the foam, and watch the alignment of the wings change from the front view. In this way I was able to adjust the dihedral angle of both wings to match that from the front three view copy in the jig. A couple of oversized paper clips were bent to match the fuselage and jabbed into the foam to hold the fuselage in place at the right angle. As Rube

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