

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.

(Continued from page 6)

2020) I would paint the chevrons starting from aft and work my forward to get the proper spacing, the same goes for the floats.

The images show the floats, after being repainted and the rudder being painted. The aft hull image is my first attempt at the chevrons. I started from the end of the red and worked my way aft when I realized the spacing wasn't going to work. So, I sanded down the chevrons and worked my way aft to forward. I was able to get the spacing even and a much cleaner and "professional" look.

I also chose to have the chevrons on the upper portion facing aft vice forward. There were really no clear images of

the top of the hull so I went with aft facing.

Construction continued apace following the paint guide and sequence of assembly. I did paint the interior and added all the bells and whistles but typical of the kits, once the hull/fuselage is buttoned up, it pretty much disappears. It's a great kit and if you, the modeler has built a NINAK, DH.9, LVG, this kit would pose no other difficulties than one would encounter with those kits. A few challenges but with thinking through the steps, planning the work, it moves along pretty well. This build took me approximately five and one-half months to build. It was an enjoyable build, challenging at times but isn't that modeling in the 21st Century?



The Aero Historian



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May 2022



1/32 Scale Wingnut Wings Felixstowe F2a
by Mark Krumrey

Felixstowe F2a by Mark Krumrey

Among the most successful flying boats of the First World War was Anglo-American Felixstowe F.2a. With a crew of 5 it was capable of carrying out long range reconnaissance, anti-submarine and anti-shipping patrols of up to ten hours duration. The development of the Felixstowe F.2a is essentially an Anglo-American design that traces its roots to the prewar Glenn Curtiss & Cyril Porte

designed 180hp twin engine 'America' flying boat design. This basic design was improved, enlarged, strengthened, and repowered successively by both Curtiss and Porte (having now returned to service in the RNAS after the outbreak of war despite suffering from Tuberculosis) over the next few years until July 1917 when Porte arrived at the characteristic deep 'V' hull with full side fins. Although technically now a wholly Porte design these Felixstowe flying boats, so named because they were developed at the RNAS Seaplane Experimental Station

at Felixstowe in Suffolk, they were referred to as 'Large Americas' by the British and as 'Curtiss' types by the Germans. The twin 375hp Rolls Royce Eagle VIII powered the Felixstowe F.2a, and featured a deep 'V' hull constructed using boat building techniques with diagonal planking on the bottom while the tops of the fins were plywood and doped fabric. Felixstowes delivered with glazed cabins were later converted to open top configuration providing unobstructed views of the air and

(Continued on page 3)

TCAH Officers

President, Mark Copeland
Vice-President, Steve Hustad
Secretary, Bob Maderich
Treasurer, Dennis Strand
Historian, Merrill Anderson

Newsletter Info

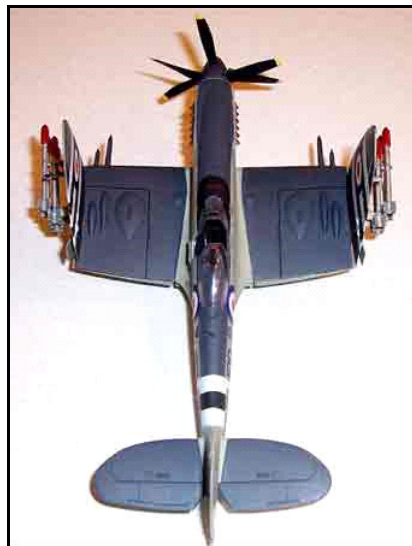
Article Submission Deadline: 22nd of each month

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Send Change of Address Notice to:
 Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday May 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address
 by Mark Copeland

Ahhhh..... Springtime!! Finally!! Even outside yard work looks good at the moment!! I hope that you all have emerged from our winter hibernation in one piece and ready to enjoy a pleasant summer!!

Since our April meeting, there was some exciting news to pass on!! In mid-April, Steve Hustad and I did something that we have always wanted to do. We did the big "road trip" and attended the **IPMS Roscoe Turner Invitational Contest** in Indianapolis, Indiana. To give you an idea, it would be equal to Nordic-Con, times four-fold!! Although we never found out the true number of entries; I would estimate, 700 to 800 models on the table and roughly 120 vendor tables. **It was modeling heaven!!**

The competition was fierce!! The quality of the models was at a high standard. However, and not much of a surprise, Steve Hustad, **won big!!!**

Steve entered six models in six separate categories in the contest. After the dust settled, Steve walked away with five first place awards, **Best Aircraft** (Scratch built - 1/72 Friedrichshafen FF.33), **Best Diorama** and the highly coveted, **Best in Show** (1/72 Junkers Ju-88A Crash Scene)!! We almost had to stop by the gas station to inflate the tires a few pounds to absorb the extra weight from all his awards!!

Congratulations Steve!! Well done!!!

Also, a few members traveled to the great city of Milwaukee, Wisconsin for the

NNL Model Car Show. Over 600 entries were part of the show!!

Our Secretary, Bob Maderich led the charge and a large caravan of Twin City model auto enthusiasts to Milwaukee, where they not only enjoyed a great show, but managed to go hit the town for some great local hobby shopping.

I was having a conversation with our long time member, Noel Allard, at our last meeting. For those who don't know much about Noel, I am going to embarrass him, much against his will!!

Noel Allard has been involved in Minnesota aviation history since he was a young lad. He has carried a pilot's license for decades, but his love is deeply rooted in our state's aviation history. His passion for researching, recording and writing has perpetuated many noted Minnesota aviation events and aviation figures. He was one of the original founders of the **Minnesota Aviation Hall of Fame**, Editor of the **Midwest Flyer** magazine and has been an ambassador of Minnesota aviation for decades.

Noel has also authored two incredible books:

Speed: the Biography of Charles W. Holman; 1976.

Minnesota Aviation History 1857-1945; 1993, Noel E. Allard and Gerald N. Sandvick.

In talking to Noel at the meeting, he mentioned to me that he still has about 40 copies of his hardcover edition of **Minnesota Aviation History.** If you want a great read and detailed record of the aviation

(Continued on page 3)

On The Table — April 2022

Modeler	Kit	Manufacturer	Scale
Steve Hustad	"Horsepower" Battle of Britain diorama	Airfix/Presier	1/72
Steve Hustad	"So close to home, but not quite" Battle of Britain diorama	Tamiya/ICM	1/72
Bob Ferreira	FW 22 Formula one car	Treasure Hunt	1/20
Don Stauffer	XF5F Black Hawk	Hasegawa	1/48
Steve Erickson	P-38G	Tamiya	1/48
	Porsche King Tiger	Meng	1/35
	Crusader MKII	Italeri	1/35
	Elefant	Dragon	1/35
Noel Allard	1926 Travel Air	Scratchbuilt	1/72
	1928 Waco 10	Scratchbuilt	1/72
Dennis Strand	H.P. Halifax MK.III	Fonderie Miniature	1/48
Sean Brzozowski	X-47B	Freedom Models	1/48
Mark Copeland	B-25B (in progress)	Airfix	1/72
Chris Siemback	Cylon Raider	Mobius	1/32
	Battlestar Pegasus	Mobius	
Paul Dial	Blue Angel F-4E	Tamiya	1/32
Josh Ryder	SR-71	Italeri	1/72
	2008 Dodge Challenger	Revell	1/25
	1934 Ford Coupe	AMT	1/24
	P-51 Mustang	Revell	1/72
	Nautilus Submarine	Atlantis	

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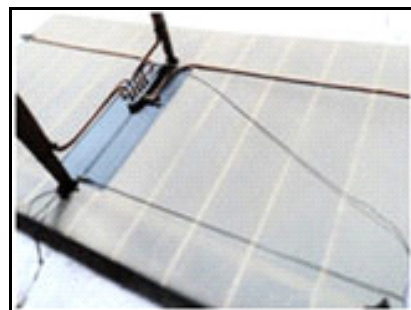
to assemble and rig this assembly with that huge wing on? No way Buckwheat.



Wingnut wings offers the modeler the choice to not cement the wings to the center section to allow easy removal for storage; I think this is a brilliant concept but suspect the execution would be flawed wherein the removing and re-attaching the wings could lead to disaster, so I chose to fix the wings to the center section.

The lower wings go on as per the instructions. The upper wing, now there's the rub. There is a center section with very delicate and spindly support struts with the fuel manifold attached. Care must be exercised in order to accomplish this task. In all my WWI models, I always drill the holes and with Bob's Buckles Eyelets, insert the eyelets into each of the holes with CA Glue. I did the same for the center section. I then rigged the center section to the lower wing attachments points to provide stability. Attaching the engines to the wing stubs, I now had a sturdy and stable wing

section to accept the upper wings. At this point I was able to attach the pre-painted and pre-rigged upper wings. Outer support struts were already fixed to the lower wing to provide support for the upper wings and relieve pressure off the center section. I also pin all the movable surfaces as they are quite large and are just butt joined to the wing, tail assembly. Using flex line. I began rigging from the center outboard. I then snapped in the appropriate struts, rigged them and moved on to the next bay. It's very simple to do and makes rigging so much easier. I did use a monofilament line to support the wing center section and the first bay for strength and support. From thence it was all stretch line using Modelkasten .06 line.



However, prior to attaching the wing to the lower wing, it is necessary to rig the upper wing control surfaces and the like. In the image of the upper wing you can see an area circled. This is molded in the upper wing of the kit, however rigging has to pass through this fairlead on its way to the control surfaces. Modelers Dilemma! Happily, having a good supply of Bob's Buckles and tubes, I deduced that the tubes were of similar size to the molded in fair leads. By cutting off the molded in piece and replacing it with Bob's Buckles tube, the modeler now has a "functional" fairlead and rigging of the top wing can now

commence.

Another area of rigging that proved difficult is the tail section. Happily, this can be rigged off the model. Again, all holes were pre-drilled and filled with the aforementioned eyelets. The Control horns are then fixed into place. This is a critical step as there is a pattern so it behooves the modeler to pay close attention to the instructions. This can be rigged totally off the aircraft for ease of rigging.

The next fun bit of rigging are the control lines from the hull to the tail surface. I managed to string these through the hull through pre drilled holes and using a hook I made out of brass wire to catch the line and bring it through. Using a spare hand device, I managed to rig this portion of the build; it's critical is to keep the lengths the same.

Working from the inside out and keeping track of the step, it isn't that difficult. It takes prior planning and thought as to how to accomplish the task. This was probably the most challenging bit of rigging in the whole build; otherwise, the build progressed without any major issues. In hindsight, (always (Continued on page 8)

Treasurer's Report by Dennis Strand

This month we financed 2 trophies for the IPMS Nationals. One for Military Aircraft 1/144, category #143 and one for Civil, Racing and Air Taxi aircraft, category #157. We also paid for our charter membership to IPMS. This total cost was \$210.00. There was no income during the last 30 days. The club account stands at \$4230.72.



(Continued from page 2)

history in our state, grab a copy of his book. I can't recommend it enough!! By the way, Noel was one of the first members of the **Twin City Aero Historians!!**

Lastly, mark June 4, 2022 on your calendar. We are going to organize a trip out to the **Fagen Fighter Museum** in Granite Falls, Minnesota. We need a couple of volunteers to drive. I will personally volunteer to drive in my vehicle, but we could use a couple more volunteer drivers. For those who are riding as passengers, be prepared to cover some fuel expenses for your driver. Museum admission is \$10.00 and we will stop by a restaurant on the way home for lunch or a local restaurant in Granite Falls. So, a pretty cheap outing!! We will have a sign-up sheet at the May meeting if you are interested.



WANTED: Volunteer Commission Model Builder by Mark Copeland

I was approached by the Historian of the 934th AFRC, the "Global Vikings," Mr. Thomas Garcia to make an inquiry about a volunteer model builder to assist him in a dedication project to our 41st President, George Herbert Walker Bush.

As many of you know, George Bush was a U.S. Navy pilot during World War II where he flew as a Grumman TBF Avenger pilot. During Bush's initial flight training in 1943, he flew here in the Twin Cities at Wold-Chamberlin Field (MSP International Airport) and South St. Paul Airport (Fleming Field).

Tom Garcia wanted to ask if the **Twin City Aero Historians**

would have a capable modeler to build the type of aircraft that Bush flew while he was here in Minnesota. That of course would be the Stearman PT-13/N2S-3 Kaydet.

I know Revell of Germany recently did a 1/48th scale kit and ICM Models also has a 1/32nd scale offering. I think that would be the appropriate size.

Eventually, Mr. Garcia wants to place the model in a permanent display at the 934th AFRC headquarters. If anyone is interested, this also could be a commission build. It would be a great tribute to President Bush and his time here in Minnesota.

If you are interested, please contact Mr. Garcia for further details at **thomas.garcia.27@us.af.mil** or (612) 704-0761.



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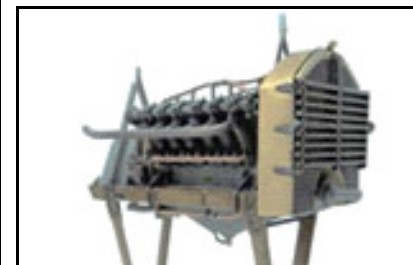
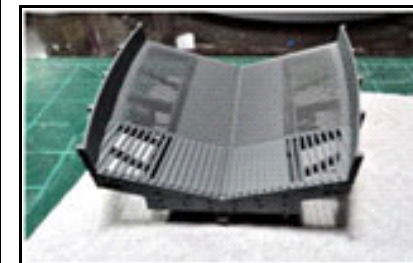
seascope. A modified V12 Liberty engine powered version was manufactured by Curtiss in America as the H.16.

The Model: The kit is the Wingnut Wings Felixstowe F.2a Late SN N4099 kit # 32066, which was based out of Felixstowe and served until 1924 when it was involved in a crash.

My inspiration for the build is the cover of a magazine with a neat artist's rendering of the aircraft in a mid-sea sortie with a British Submarine.

What especially caught my eye was the exposed wood panels on the forward part of the hull. This allowed me to practice my wood grain painting and add interest to the overall build. (Have you noticed how a lot of

modelers now refer to their builds as "Built" as in my current "Built")? Oh well, just my observation. I "built" the kit out of the box except for Bob's Buckles Tubes and Eyelets, Gaspatch Turnbuckles and various rigging material. I elected not to follow the steps in the direction booklet, as I had read that the modeler will need a support for the hull as the build progress; so following this sage advice: I started with the cradle to support the hull, did the engines, guns, bombs and then moved on to the normal step by step construction.



I left the guns, windshields, and props off until the very end. The instructions would have the modeler attach the lower wings to the hull and then attach the bombs to the center section. This would require some major dexterity and care as the lower wing would be in the way, and that is a big lower wing to navigate, and make rigging the bomb release mechanism almost impossible to rig let alone attach. But, there is a brighter day tomorrow: Instead, I chose to attach the bombs to the center section prior to fixing the lower wings. Could you imagine trying

(Continued on page 6)

