

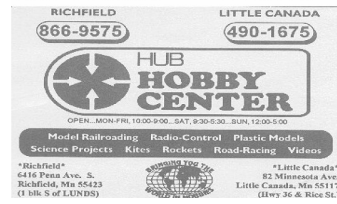
## Directions to the Club Meeting Location

**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



Volume 56 Number 9

Website: <http://www.aerohistorians.org>

Sep 2023



**Revell 1/72<sup>nd</sup> Scale C-54**  
by Mark Krumrey

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The Douglas DC-4A/C-54 Airliner had its beginnings in the experimental Douglas DC-4E. It was a fifty-two seat, unpressurized, four engine tri-tailed aircraft that sat on tricycle landing gear. It was a design that originated in 1935 from a requirement by United Airlines, as a replacement for the DC-3. It first flew in June of 1938 but

never actually entered production due to the expensive, high maintenance, complex systems and performance that was below expectations. The aircraft was sold to Imperial Japanese Airways in late 1939 for evaluation and technology transfer, where it was reverse engineered becoming the basis for the unsuccessful Nakajima G5N bomber. To conceal its transfer to Nakajima, the Japanese Press reported it had crashed in Tokyo Bay.

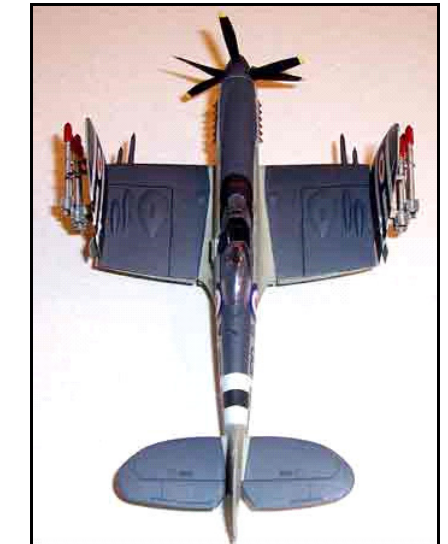
Now what??? Douglas took the new requirements and produced an entirely new, much smaller design, the DC-4A, with a simpler, still unpressurized fuselage, Pratt & Whitney R-2000 Twin Wasp engines, and a single fin and rudder. A tricycle landing gear was retained. With the entry of the U.S. into WWII the U. S. Army Air Corps took over the orders for the airlines and allocated them the designation

*(Continued on page 4)*

**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**  
**CLUB PHOTO MEETING**  
 The monthly meeting will be held Saturday September 9, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



**President's Address**  
 by Mark Copeland  
 Summer seems to be fleeting by as we move towards our annual modeling showcase event in late September. **Nordic-Con 2023** will be held on September 30<sup>th</sup> at the Veterans Memorial Community Center in Inver Grove Heights, Minnesota.  
 This is the premiere modeling showcase of the year for the Twin Cities and the Upper Midwest. Not only is it a spectacular show, but it is a chance for the local modeling community to work together to put on a first class event.

Several of our local clubs, including the **Twin City Aero Historians**, all work in unison to make Nordic-Con an annual reality. It speaks volumes for our modeling community and the local clubs as they all work collectively together, instead of creating an aura of competition or an anti-productive attitude towards one another. I have seen it happen with other communities and I'm thankful our respective clubs can work in unison.  
 So, get the word out gang!! This year we will feature the opportunity to display models as  
*(Continued on page 3)*

**On The Table—August 2023**

Modeler	Kit	Manufacturer	Scale
Don Stauffer	Laird Turner air racer	Lindbergh	1/32
	Halls Bulldog air racer	Williams Brothers	1/32
	Studebaker Avanti	AMT	1/32
	Porsche 917	MPC	1/32
	Mercedes SSK	MPC	1/32
Tom Norrbohm	BF-110c	Dragon	1/32
Josh Barney	Neil Armstrong figure	Revell	1/8
	B-17D "Peggy"	Revell	1/72
	Torreto House	?	?
Dave Perzel	Tornado G.R. MKI	Revell	1/32
Tom Crayne	1980 Israeli Mirage	Italiari	1/32
	Spitfire	Revell	1/32
Steve Erickson	BR-109 K	Revell	1/32
	Seafire MKIII	Eduard	1/48
	JS-2 heavy Soviet tank	Dragon	1/35
	Russian T-70 tank	Mini-art	1/35
John Bernier	Bell X-7	Revell	1/32
Harold Parsons	FJ-4B	Hobby Boss	1/48
Erik Zabel	Curtis P-40b	Trumpeter	1/32
	WWI Bristol F2-b	Wingnuts Wings	1/32
Bob Maderich II	World of Outlaws Sprint car	Monogram	1/24
	Fokker F-1	Roden/Squadron	1/32
	Jaguar SS-100	Tomy	1/32
	Mercedes 300SL	Tomy	1/32

(Continued from page 5)

sound of the big Pratt and Whitney, and Wright engines was an everyday occurrence and seeing these classic airplanes in the flight path always gave me pause to look up and watch them fly overhead. The last Northwest DC-4 flew in April 1961.

I believe the kit is out of production but is readily available on your favorite on line auction site. In Gloria Dei.



### Secretary's Message by Bob Maderich II

Well, gentlemen, it is here, our annual show, Nordicon. I encourage all of you to attend and participate in whatever way you choose. Here are a few points to remember:

1) This year, we are having our usual IPMS contest format, plus we are opening up the show for exhibition models, as well. So, if you want to bring some models to show off, but not compete in the contest, please do! There are separate sheets on the Nordicon website for both categories.

2) We always need models for our raffle, so if you want to donate anything, please bring it to the show and give it to one of the workers at the raffle tables. OR, you can bring it to this months TCAH meeting and I will take care of them for you.

3) Fine Scale Modeler will be there, supporting our show, and taking pictures of your models. Tim and Aaron are great guys and they appreciate any feedback you might have on the magazine.

4) If you plan on entering models at the show, please consider using the on-line registration system that has been set up. I will greatly speed up the process when you get to the show.

5) And finally, please come and enjoy yourself, take in all the vendors, the seminar, the tables full of great models, and above all spend a day with your fellow compatriots, reveling in our great shared hobby.



(Continued from page 2)

well as entering the contest. World-class modeler and TCAH Member, Steve Hustad, will be displaying his full collection of aircraft dioramas as whole group for the first time and also will be giving a seminar/lecture about his modeling secrets. I'm not missing it!!!!

Just as a reminder, at the September meeting we are going to update our group TCAH photograph for the website.

Again, a big thank you goes out to member, David Herbert for his generosity at the last two

meetings when he offered our membership the opportunity to take away some of his unbuilt model stash. That was very kind of you, sir. On behalf of the membership of TCAH, we wish you all the best for your new adventures and for safe travels to New York.

Enjoy the summer weather while we have it!!! See you in September!!!



### Treasurer's Report by Dennis Strand

There have been no club expenses or revenues during the past 30 days. Our account stands at \$5,276.36 at this time.

September is the beginning of our TCAH membership drive. According to our current roster, we have a total of 71 members. This includes 7 "Life" members. The dues remain at a meager \$15.00. Please sign up for your 2024 membership between now and December 3, 2023. You can catch me at a meeting or send a check to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107. I will send you a membership card by "snail" mail.

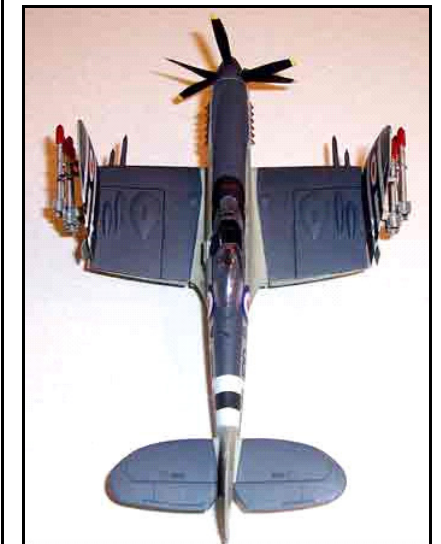
Get your kits ready for Nordic Con and I will see you at the September meeting.



NordicCon Categories 2023	
<b>A Juniors</b>	<b>F Automotive</b>
A01 Ages 9 and Under	F01 1/18 and Larger
A02 Ages 10 to 13	F02 1/32 and Smaller
A03 Ages 14 to 17	F03 1/20 to 1/25 Factory Stock
<b>B Aircraft</b>	F04 1/20 to 1/25 Street Rods (48 and older)
B01 Biplanes, and those others predominantly made of fabric (all scales).	F05 1/20 to 1/25 Customs
B02 1/72nd - Single-Engine Prop.	F06 1/20 to 1/25 Competition (Closed Wheel)
B03 1/72nd - Multi-Engine Prop.	F07 1/20 to 1/25 Competition (Open Wheel)
B04 1/72nd - Jets & Rocket Propelled, all	F08 Trucks
B05 1/744th - Aircraft, all.	F09 Motorcycles
B06 1/48th - Single-Engine Prop.	F10 Straight Line Competition
B07 1/48th - Multi-Engine Prop.	F11 Street Machines (1949 and Newer)
B08 1/48th - Jets & Rocket Propelled, all	F12 Basic Kit Build, all Types and Scales
B09 1/32nd and Larger Scale Aircraft, all	<b>G Sci-Fi</b>
B10 Helicopters, all Types and Scales	G01 Basic Kit Build
B11 Miscellaneous - Drones, Gliders, etc., all Types & Scales	G02 Major Conversion/Scratch-Built
B12 Basic Kit Build, all Types and Scales.	G03 Gundam
<b>C Military Vehicles</b>	<b>H Real Space</b>
<b>D Figures - MMFS</b>	H01 All
D01 54mm and Smaller	<b>I Diorama</b>
D02 70mm and Larger	I01 Military Subject
D03 Bust	I02 Non-Military Subject
D04 Sci-Fi and Fantasy	<b>J Miscellaneous</b>
<b>E Ships</b>	J01 All
E01 1/600 and Smaller	J02 Triecta
E02 1/350 to 1/500	J03 Collections
E03 1/200 and Larger	J04 Scratch-Built (51% or Greater)
E04 Submarines	<b>K War Gaming</b>
	K01 All

\*Basic Kit Builds (formerly Out of the Box) must include the kit instructions.

- Entry fees are the same for Contest and Exhibition Entries.
- Registration is open 9:00am-Noon.





(Continued from page 1)

C-54 Skymaster, which first flew on Valentines Day, 1942. A total of 1163 C-54s (R5D for you Navy/Marine Corps Folks) were built between 1942 and January 1946 with another 79 DC-4s being built post war. A later variant, with more powerful Merlin Engines, which allowed it to fly over 40% faster, was built in Canada as the Canadair North Star. (Wikipedia)

Northwest Airlines took delivery of their first DC-4 in March 1946 capitalizing on the abundance of surplus C-54 aircraft, many were converted to civilian use and pressed into passenger service. Having done much to pioneer the arctic route to Asia during World War II, Northwest inaugurated their service to the Orient with the DC-4 with much fanfare in July 1947 from the Twin Cities via Anchorage Alaska, to Tokyo, Seoul, Shanghai and Manila; it must have been some ride cruising along at 227 mph, in an unpressurized cabin at 10,000 feet. During this time, the aircraft could carry 44 passengers with baggage and freight. According to my dad: To prevent the aircraft from tipping and resting on its

tail, careful loading and boarding from the front to the rear was employed.

The model is the Revell 1/72<sup>nd</sup> Scale C-54 from the 70<sup>th</sup> Anniversary of the Berlin Airlift boxing, with a neat poster included of the box art which shows a C-54 dropping candy over Tempelhof. I first saw this kit back in about 2015 when it was first released after a TCAH meeting when Steve Macey showed me the kit which, (If I

remember correctly) he had recently purchased from Roll Models. Excited at finally seeing 1/72<sup>nd</sup> DC-4, I could not help but notice the high parts count, over 352 pieces. As time went on, I asked Steve if he had done anything with the model, to which he replied he had sold it commenting that the model is way over engineered. A full interior is provided, which will never be seen once the fuselage halves are fixed, however a nice cargo and cockpit access doors are provided as separate pieces for the modeler wanting to display the model with those doors open to show off the nicely detailed interior. The engine, cockpit, landing gear and cowling assemblies are overly complex and require precise fitting as follow on assemblies rely and build on the subassemblies. The moldings have some flash, and the pieces all need to be trimmed, but are nicely detailed. The plastic is a soft plastic, which isn't necessarily a bad thing, and it has a slight grainy texture to it.

(Continued on page 5)



(Continued from page 4)

The flaps, ailerons, elevators, and rudder can be built for independent positioning as the modeler desires. The dreaded wing to fuselage assembly requires the usual filling and sanding. Studying the instructions prior to assembling, making notes and test fitting will serve the modeler well.

The kit builds into a great looking model of the DC-4, capturing the lines and stance of the aircraft, and for the 1/72<sup>nd</sup>

scale model airliner enthusiast, it fills a long awaited void. Vintage Flyer, Draw Decals and 8aDecs all have a broad selection of decals for the DC-4 sure to satisfy the most discriminating and demanding airliner hobby enthusiast.

Taking that trip down memory lane, I chose to use Doug Drawbaugh's 1947 "The Manila" scheme for my model. To match the paint to the decals I used Tamiya X-3, Royal Blue, which is a perfect match. The decals went on flawlessly save for the cowling scallop decals (which I bugged up) albeit there are images of DC-4's without the cowlings painted. Following Greg's instructions, I cut the nose decal as close as possible to the artwork and used it as a template for masking the nose and the decal fit perfectly. The rest of the decals went on with no issues, and per Greg's instructions they lay down nicely but do take Micro Sol decal setting solution without any problem but would not recommend anything stronger (Solvaset) for fear of ruining the decal.

I grew up in the 60's in South Minneapolis in the flight path of Wold Chamberlain Field and the

(Continued on page 6)

