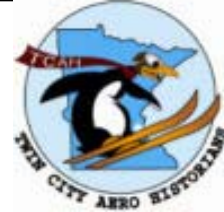


The Aero Historian



Volume 38 Number 6

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

June 2004



The Twin Cities Aero Historians, caught in one of their favorite habitats, roosting underneath a genuine B-25J of the CAF, Fleming Field.

Shocking News!!

Mr. 109 Calls It Quits

by Tom Norrbohm

Well it was bound to happen sooner or later. After exactly 25 years of building 1/48th scale BF-109s I am calling it quits. I will have my 60th 109 at the June meeting and that my friends will be the last one for a long while. Never did I imagine that I would build one type for so long. It has been an interesting ride all these years, with improving model technology and all. I started with the Otaki 109G-6 kit and used the Revell G-10 kit for improvement parts to use on the Otaki kit, namely the spinner and prop; wheels; tail wheel and supercharger intake. Mind you the total cost for both of these kits in 1980 was less than \$12! So this was a cheap fix to the Otaki kit. But, I could only build 109G-2s thru the G-8 and Revell's G-10 which could be converted to a K-4 easily. I could not build a good 109E or F. But soon, that would change.

Airfix came out with the BF-109F in 1/48th sometime in the early 80's and at first it was a welcome kit. But upon further review the kit had problems, mostly warp age of the 4-piece wing assembly. Airfix always used soft plastic and this would spell trouble for the kit's wings. In-

stead of a one-piece lower wing and separate upper wings, they did 2 lower wings with matching upper wings. And 2 out of 3 kits would have warp age of the wings. I was able to build a few with straight wings and they looked real good. However this kit would form the link to building my favorite 109, the Emil!

Ever since I saw the movie 'Battle of Britain' in 1969, the BF-109E has been my favorite 109. Monogram's kit of this airplane is truly a dog and no one else has come out with a better one at the time. With a little planning I decided I could make a decent 109E using the Airfix 109F and Monogram 109E kits. Taking the 109F fuselage I sawed off the cowling just forward of the wings. I then taped the wings together on the 109E kit and sawed off the lower center section leaving me with a right and left wing assembly, which were then glued, to the Airfix fuselage. The cowling was sawed off the 109E kit and fitted to the Airfix fuselage. A prop and spinner from a Fujimi ME-110C kit was then applied. All raised detail on the Monogram wings and cowling was removed and the model was painted and decaled. It turned out to be a good representation of a 109E, but it would be my only one.

But good days were just ahead from Hasegawa with the release of a 1/48th BF-109E! Holy Cow!

In 1988, Hasegawa released the BF-109E-3 (Steve Erickson and I split a case from Battle Hobbies) starting what would become the rebirth of 1/48th scale WWII models from mostly Hasegawa and later Tamiya and other companies. Hasegawa over the years would release the following 109 variants: E-4, E-7, F-2, F-4, G-2, G-4, G-5, G-6, G-14, G-10 and K-4. I would build them all.

Now we come to May of 2004. I have build most of the major variants of the 109 and I feel the time has come where there are no more interesting variants to build. I have recently been bitten by the 1/32nd scale bug and wish to pursue that scale for the time being. I still dabble with 1/144th from time to time. It is interesting to note that I am now dabbling with 2 extreme scales of models, 1/32nd and 1/144th. I hope my eyes hold up!



Next on Tom's agenda ?

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TCAH This Month

The monthly meeting will be held Saturday June 12 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor scavenging will begin about 12:30. So come early. This month we honor the RAF (and RCAF!) and Commonwealth Air Forces. British aircraft from all time periods are welcome, and also British aircraft in the markings of other countries.

General Meeting Minutes

May 8, 2004
by John Dunphy

Ken Hornby called the meeting to order at 1:30 PM.

In Old Business we discussed the progress of the Fleming Field display. As of now it is 85% completed, and should be finished in time for Memorial Day.

TCAH voted to donate \$300 to the local Commemorate Air Force branch in gratitude for the use of their B-25 as a backdrop for our club group photo. And we extend our thanks to the folks at the CMA.

Steve Macey handed out the awards to the winners of the April club model contest.

In New Business, the Club members were asked to start thinking about the possibility of holding a club banquet next year.

The possibility of establishing a paid life membership option for the club. A number of problems were discussed and the consensus seemed to be that the idea would be too complex, and have too few benefits for a small organization. The idea was tabled to an indefinite later date.

The club photo was taken at the CMA. Prints from the photo will be ready at the June meeting. Thanks to Steve Jantscher for taking the photo.

Treasurer's Report

June 2004

by Tom Norrbohm

Just when I thought all the 'big' bills were paid off, we spend \$764+ in May. With bills for the Fleming Field display, club logo, CAF donation and club photo (club photo is a prepayment and we should get all that money back via the members who want to purchase the club photo in the coming months) we spent 764.07 last month. But we still have money in the amount of \$6344.05.

Business Meeting Minutes

There was no business meeting in May.

TCAH Calendar

July - Red, White & Blue.

August - Campaign Theme - Guadalcanal.

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction
No theme.

Deember - Campaign Theme - Eastern/Russian Front.

January '05 - P-40 Allert Challenge contest, plus other stuff TBD.

Contest Calendar

- 8-4/7-04 IPMS National Convention
Phoenix, AZ
See: www.impsusa.org/
- 9-11-04 IPMS-Will-Cook
The SHOW X
Millenium Cafetorium
18211 Aberdeen Street
Homewood, IL
Contact: Ed Mate
815-478-4432
obviouschoice@juno.com
- 9-25-04 IPMS Fort Crook
Mid-America Center
One Areen Way
Council Bluffs, IA
Theme: Good Morning Vietnam
Contact: Mike Cavel
402--496-9669
mcavel@tconl.com
- 10-9-04 IPMS Des Moines Hawkeye
I CON 04
Northwest Community Center
5110 Franklin Ave.
Des Moines IA
Contact: K. Long
kalong41@aol.com
- 10-23-04 IPMS Glue Crew
Park Inn Conference Center
2101 N. Mountain Road
Wausau, WI
Contact: Joe Drew
jdrew@dwave.net
- 11-13-04 IPMS Butch O'Hare
22nd Annual
Lakeview Junior High School
701 Plainfield Road
Darien, IL 60516
Contact: John Wendt
jwendtoo1@aol.com

From the President

by Ken Hornby

The doldrums of summer are upon us. Living in Minnesota, where we only have the two seasons, (you know the old joke), we tend to leave modeling behind in our quest to get outside while the gettin's good. Consequently, attendance at our summer meetings drops, fewer models are built or brought in and the general attitude becomes one of "why bother?". I'll tell you why:

There's a lot going on in the summertime! Model contests, airshows, new kit releases, etc. Tired of your wife or co-worker in the next cubicle giving you "that look" when you excitedly tell them for the twentieth time about that can't-miss-it event coming up? Our monthly meetings are a great place to share with other people who are actually interested in what's going on in aviation. Been to a model contest? Did you attend Blaine Aviation Days or the Red Wing airshow? Are you planning on going to Oshkosh this year? Got the latest "gen" on a restoration? Visiting an aviation museum on your summer vacation? Built a model recently? Tried a new brand of paint or a new modeling method? Read any good books? You get the idea. At least, I hope you do. This brings me to another item. How about writing something for this newsletter? Share your knowledge or experiences with the rest of the club. Any of the topics above could be turned into an article. How about your favorite childhood aviation related memory? Think you can't write? Most members seem to enjoy telling me I can't, yet I still manage to sit down every month and hammer this column out. This club should be about sharing ideas and experiences – give it a shot.

If you missed the May meeting you aren't in the club photo, which should be available for viewing and purchase this month to those that are. Thanks to a mean 10-yard dash, even the photographer made it into the picture. By the way, Steve says he can digitally remove his thumb from the image. I'm not certain of the exact cost, but it should be in the neighborhood of \$15-

20.00. We will have two styles to choose from: a panoramic view or 8x10 of the club in front of the CAF's B-25.

The Fleming display is on schedule and should be in place by the time our meeting day rolls around. I want to give a special thanks to all who contributed to the project, especially those who took the time to build the models. I don't want to name names, but we had both our probably oldest and youngest active modelers supply models to the display. Take a look; you won't be disappointed.

The theme this month is RAF and Commonwealth aircraft. Perversely enough, their designers gave us some of the most beautiful and ugly aircraft ever to grace the skies – let's see a wide selection on the table. And don't forget, if you have some tidbit of knowledge, share it with the rest of the club. Don't take for granted that everyone already knows or doesn't care.

A Word From The Treasurer

by Tom Norrbohm

I want to take this time to let the membership know that I will be stepping down as club Treasurer after this year. I felt I should let the membership know now so that we can give the membership time to think about running for this office. I will do the Treasurer's job thru January of 2005 when I put out the club roster and the renewal rush is over. This will make the job transition easier on the new Treasurer and allow him to get comfortable with his new position.

What are the job requirements? Well only one is needed. You must have a computer. This is needed as you will be updating the club roster and printing out address labels for the newsletter. You must keep the position for a minimum of 2 years. This is because of the paperwork involved in changing signatures from the old to the new Treasurer. I will see that the new Treasurer get all the information and instructions needed to run the office smoothly. So give it some thought and I hope some of you out there give this some serious thought.

That Kittyhawk Contest

By Johannes Allert

Ever since Pat Butler conducted the successful "Jet Contest", there has not been a major aircraft theme contest. A couple years back, former member Brent Theobald had suggested doing a contest centered around the P-40. In recent times, there has been a number of new and revamped kits dedicated to this aircraft. Therefore, I'm sponsoring a P-40 contest. This event will be different than ones in the past. Before it was limited to scale and kit. This time, it's an all out event.

Rules are as follows. It can be any scale, it includes all variants from B to N. The kit MUST also be built this year. Judging will also be unique for this contest. Judging will be done "Chicago Style". The contest will be held at the January 2005 meeting so that give you PLENTY of time to start breaking sprue. The reasons that I've chosen this particular aircraft are many. Next to the F4F Wildcat, it was the only other combat aircraft that was there at the start and at the finish of World War II. It was used by the countries of Britain, U.S., France, Russia, Australia, New Zealand, Brazil, Mexico and China. It saw action in every theater. As for the kits themselves, they are just as many, not only in scale, but in type. With the recent release of the new 1/32 scale Trumpeter P-40 B/C, there's no excuse NOT to build. Nows your time to break sprue so get cracking!



Vac-U-Form Machine for Sale

TCAH member Scottie Wallace is looking to sell a Mattel Vac-U-Form machine in good working order. Make a reasonable offer. Call Scottie at 651-686-7946. We all know Scottie's modeling days are behind him due to declining health.

Spraybooth Logic

Did You Have Fun?

By Dave Pluth

A few years back I got involved in doing some dog training for field events. Over the course of the years we had been to many field trials as spectators, we had been to dog shows (and yes the movie Best In Show is way closer to reality than you'd like to think) and then we got our first puppy that I wanted to train to run in competition events. She didn't start out that way, she was going to be a show dog until she grew to monstrous proportions and was too tall to show.

We found a trainer that was very helpful to us and proceeded to train our huntin' dawg. We trained and trained and finally got to the point where we could go to our first hunt test. She passed with little problem and after four tries and four passing scores we had our Junior Hunter title. However I still felt pretty unfulfilled. People were nice enough, but there was still something missing.

The following spring our trainer told us about something called a shoot to retrieve event (NSTRA for those interested out there). Basically you bring your pointing dogs and run against other pointing dogs and you get points for each bird that your dog finds. We went out that day as rank amateurs and found two birds. I managed to shoot both birds and my dog retrieved them. We didn't have great scores and ended up about 12th out of 32 dogs.

The thing that struck me that day was something one of the judges said to me. As we were walking in after our thirty minute run he asked "Did you have fun?". I said "well, yeah, we got a couple birds." He replied, "No, that's not what I mean. Did you have fun?"

The question kind of stunned me. Fun at a competitive event? Hmm. What an odd concept. The question has kept me coming back to many events since that day. While we generally don't win or even place in the top 5, we still have a great time running and hanging out.

As I sat down to write this months

(Continued on page 7)

Russian SIGNALS Tomagauk and Kittigauk

By George Mellinger



Among the most famous users of the Curtiss P-40 series was the Soviet Union, but also amongst the least-known. Even the question of how many P-40s were actually received is still uncertain, as Russian sources mention 247 Tomahawk II and 2178 assorted Kittyhawks, while some American sources speak of 195 Tomahawk IIB diverted from the RAF, plus 20 of the original P-40 model, 289 P-40E, 100 P-40F (or variously P-40L), 1 P-40G, 313 P-40K, 220 P-40M, and 980 P40N, for a total of 2150 aircraft. Still other sources speak of 2097 assorted P-40s received of 2430 sent. Perhaps these differences can be reconciled but I have not yet succeeded.

It does not help the book-keeping that the Russians almost always referred to P-40s by their generic names Tomagauk and Kittigauk, and attempts to distinguish quantities shipped, or which subtype of Kittyhawk were assigned to a particular regiment are usually futile. By mid-to late 1942 it was probably a mixture of variants which was issued to a regiment, including new and repaired aircraft.

A further complication in this book-keeping provides interesting opportunities for modelers. The Allison engine did not withstand the Russian winters, and between engine failures and the expiration of engine hours, by March 1942 the 154 IAP defending Leningrad was in trouble. Supply of replacement engines had failed to keep pace with airplanes and the regiment had numerous aircraft flyable but for the lack of motors. However, there was a surplus of Klimov M-105P motors left from damaged LaGG-3 airframes. So the 1 Aviation Repair Base modified slightly over 40 P-40Es to take the M-105P and M-105R motors. The result was an ungainly looking contraption, and

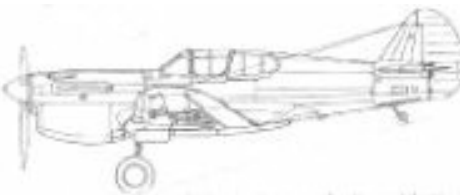
On The Show Table

March 2004

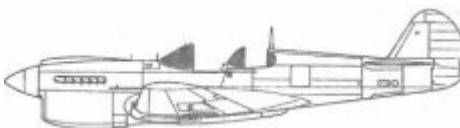
Aircraft

Gary Anderson	1/72	Spitfire Mk24
John Dunphy	Tamiya 1/48	Mustang
Jim Kalteenhauser	Hasegawa 1/72	Hellcat
Steve Macey	1/48	Ju-88G-6
George Mellinger	Dakoplast 1/72	Yak-9B
	ICM 1/72	Yak-9D
	Italeri 1/72	FW-190D-9
	Italeri 1/72	Ka-50 Hokum
Tom Norrbohm	1/144	H8K Emily
	1/144	PB4Y-1
Fletcher Warren	Hasegawa 1/72	N1K1 Rex
Armor		
John Dunphy	Darson 1/72	Panther 5
Ship Model		
John Higgins	1/700	IJN Mikuma

one which also saw a decrease of both speed and handling, but in



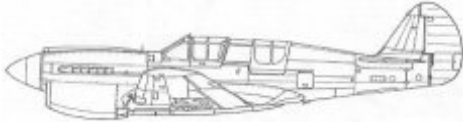
mid-1942 the Leningrad Front could not be fussy. The 154 IAP continued to use these aircraft, along with normal P-40Es, until October 1942, when they were given guards status and reequipped with Yaks. At that time their Kittyhawks were passed on to the 196 IAP which continued to use them into 1943. At the same time a number of other aircraft were also converted into two-seaters. Later, there would be further con-



versions to two-seaters both for training, and also for liaison and

(Continued on page 5)

(Tomagauk Continued from page 4)
reconnaissance. These modifica-



tions should provide challenging but interesting conversions for the skilled but bored modeler.

There are other things the modeler can do with Russian P-40s. At least one regiment, the famous 2 Guards IAP of the Northern Fleet stripped their Tomahawks of their wing guns to save weight, fighting with only the two synchronized 12.7 guns. However, photographic evidence shows that other regiments did not seem to do this as most photos show the wing guns intact. And on Tomahawks and the earlier Kittyhawks, the P-40E and K series, you can also choose to add two RS-82 rockets under each wing, the rockets and rails taken from a spares box, left over from a Shturmovik kit, an ICM I-16 or Alfa MiG-3

Camouflage of Russian P-40s came in three basic varieties. The Tomahawks all arrived in dark green & dark earth RAF finish, as did the great majority of early and mid-model Kittyhawks. Late model Kittyhawks, including the P-40M and P-40N models, flew in standard USAAF olive drab, with gray undersides. However, at least a few of the early model P-40Es also flew in this scheme, as such an aircraft has recently been pulled out of a lake in northern Finland.

The third camouflage was desert sand color. Konstantin Denisov recounts his regiment Black Sea Fleet receiving such aircraft in 1943, and strangely enough there were also reports of such aircraft arriving in the Far North. Unfortunately, sources are unclear whether this was an overall desert yellow or the RAF-style sand and stone. Nor are they clear about the undersurface colors. Of course one further camouflage variant was the temporary winter white, either appearing as an overall finish or as a partial covering with some of the original dark camouflage showing through. The story that the Twice Hero ace Boris Sa-

fonov's P-40E was painted dark blue over its upper surfaces is almost certainly a myth.

Markings generally consisted of the simple red star. Regardless of imaginative artwork, and the decal sheets inspired by same, I have yet to see any evidence supporting the use of a yellow-outlined red star on any P-40 (or any other Russian aircraft either, for that matter). Nor have I yet seen evidence of P-40s bearing red stars with the well-known black borders. From 1943 the white border came into use, and later the red outline. In the Leningrad and Karelian Front areas, it was fashionable to substitute aluminum-colored paint for the stars' borders, and also sometimes for the aircrafts' side numbers as well. This may have been done elsewhere as well, but is not yet confirmed, but it has been seen on Lavochkins and Yaks in this same area. On the early tomahawks shipped from Britain, photos clearly show the original roundels crudely overpainted - with Russian green on the upper surfaces and blue under the wings. This has not yet been seen on Kittyhawks. Likewise, though there are plenty of photos of P-39s with the red star painted directly on the US blue circle, or on a green circle where the blue had been overpainted, this has not yet been evident on P-40s. Perhaps the photos just haven't surfaced?

In Soviet service the P-40 was used by all aviation branches, save Long Range Aviation, including the VVS - that is, Front Aviation, PVO - the Air Defense Forces, and MA - Naval Aviation. It was considered an improvement over the old Polikarpov fighters and the Hurricane, but was never as popular as the Airacobra. Let alone the La-5 or any Yak. The P-40 was appreciated for its flight endurance, long range and relative comfort, and particularly for its heavy armament and excellent radio equipment and instruments. But it was deemed to have inadequate climb, altitude and maneuverability. The aircraft also proved totally unable to cope with Russian winters, suffering seriously below -38 degrees C. from frozen radiators and other motor failures.

During 1942-43 some regiments in the North Caucasus including the regiments of Pokryshkin's division were forced to accept a compliment of half P-39Ds and half P-40Es.

From 1943 use by Front Aviation became rare, as the P-40 was replaced by Lavochkins, Yaks, and P-39s. Progressively the P-40s were shifted to PVO units which were less likely to encounter Bf-109s. Also their radios were a real advantage in directing the aircraft from ground control stations. Likewise, naval regiments benefitted from the Kittyhawk's radio and relatively long range.

By May 1945 there was just a single regiment of P-40s operational on the entire Soviet German front, serving with the 129 IAD on the 3 Belorussian Front. According to one Russian source, there were still 409 Kittyhawks and Tomahawks in PVO service at this same time, plus 196 with the Black Sea and Northern Fleets. However, another Russian source says that there were 844 Kittyhawks and 27 Tomahawks in PVO units in 1945. Again, there is no resolution of these discrepancies.

The first unit to operate the Tomahawk was the 126 IAP, which was withdrawn from the Western Front in mid-September 1941 and after rebuilding with the new aircraft in October it was assigned to the Moscow Air Defense 6 Fighter Corps. By late April 1942 the regiment had flown 984 sorties and claimed 29 victories for the loss of 4 aircraft and two pilots. At that time they stood down to reequip with the P-40E. At the end of August the regiment was reassigned from Air Defense to the 268 IAD on the Stalingrad front. From August 28 to September 18, they flew 194 sorties and claimed 36 victories for a loss of 13 of their 18 aircraft, along with 7 pilots killed or missing and 5 wounded. At this point the 126 IAP was withdrawn to be rebuilt with the La-5.

The second Tomahawk regiment was the 154 IAP, which converted to the Tomahawk from September 20 to November 26, when it returned to the Leningrad Front. In

(Continued on page 6)

(Tomagauk Continued from page 5)

March 1942 they transitioned to the P-40E Kittyhawk without departing the front and continued using the P-40 until November 1942 when they were redesignated the 29 Guards, and reequipped with the Yak-7B.

In the Far North the P-40 was flown by both the VVS and Naval Aviation. In April 1942 the famous 2 GvIAP of the Northern Fleet, commanded by Boris Safonov received the Kittyhawk as a supplement to the Hurricanes which they had been flying. Safonov flew aircraft Number 10, but only briefly. On May 30, 1942 he engaged a formation of Ju-88s and Messerschmitts while flying air cover for convoy PQ-16. After shooting down two Ju-88s, to bring his score to 30 victories, he was hit in the motor while attacking an intended third victim. He ditched in the icy sea beside a Soviet destroyer, but the Kittyhawk's scoop radiator took his aircraft immediately to the bottom.

But even more famously associated with the P-40 was Aleksei Stepanovich Khlobystov. In January 1942 he was transferred to the 147 IAP based at Murmashi, near Murmansk. In early December this regiment had begun to convert, at their operational base to a mixture of Hurricanes and Tomahawk IIBs. On April 1, 1942 the regiment was redesignated the 20 GvIAP, and about the same time was able to discard its Hurricanes for P-40Es. They continued flying the Kittyhawk until the end of 1943 when they converted to the P-39N, giving him the honor of being the longest-operating Soviet P-40 regiment. As for Aleksei Khlobystov. On April 8, 1942, moments after a ceremony in which he had received his Communist Party card, his squadron was scrambled to intercept an attack of Ju-87s, escorted by Bf-110s and Bf-109s. He was flying the winter-camouflaged Tomahawk, "White 58", famous from photos and model kits. Early in the combat he shared a Ju-87 victory with a squadron comrade, but then as the escorts intervened, Khlobystov destroyed a Bf-110 by ramming its tail unit with his right wing tip. Finding that his Tomahawk still handled well, he

remained in the fight and minutes later he brought down a Bf-109, again smashing it with his right wing tip. Then Khlobystov returned home, and the damage was repaired in short order. For his two ramming kills in a single mission he received the Hero on June 6, 1942. On May 15, 1942, after his aircraft was hit by enemy fire and he was wounded, Khlobystov conducted a third successful ramming attack, thought this time he baled out afterward. In December 1943 Khlobystov was shot down by FlaK and killed after having flown 335 sorties and scored 7 individual and 24 shared victories, including his 3 ramming kills. The high proportion of Khlobystov's victories recorded as "shared" is a reflection of a continuing "communist ethic" in that unit, which actively disapproved of crediting victories individually, in favor of collective scoring.

The 20 GvIAP's neighbor was the 145 IAP based at Vaenga, flying the LaGG-3, which was designated as 19 Guards on March 7. In early April they stood down briefly to convert to a mixture of Airacobra I and P-40E Kittyhawks and to rebuild as a three-squadron regiment. The 2nd squadron had Kittyhawks while the 1st and 3rd flew Kobras. Later they also received some P-40Ks, and flew the Kittyhawk until late in 1943 when the entire regiment converted to late model P-39s. While the this regiment included a number of outstanding pilots including Pavel Kutakhov, Twice-Hero and Commander of the Air Forces during the 1970s, he and the other leading pilots did not fly the Kittyhawk.

Other regiments flying the P-40 in the North were the 152 IAP and 760 IAP, but neither of these regiments was particularly successful, though their losses were also low. The 191 IAP converted to the P-40K, M, & N models from July 1943, and later flew the P-39N. This was another regiment which flew on the Leningrad and Karelian Fronts. They enjoyed modest if honorable achievements, but are most notable for painting the vertical tails of their aircraft white, and using aluminum colored paint for aircraft markings.

Another distinguished regiment

with the Kittyhawk was the 436 IAP which received the P-40K in October 1942 for operations over the Northwestern Front as part of the 239 IAD. On March 18, 1943 they became the 67 GvIAP and shortly afterward converted to the P-39. Their best-known pilot was Nikolai Kuznetsov, who scored 15 individual and 12 shared victories during the war, winning the Hero. Flying the P-40 he scored 3 victories before being shot down and wounded. On one of these victories was a Bf-109F shot down for his 26th victory, on December 26, the day of his 26th birthday. That night after dinner he was presented with a cake decorated with the notation "26-26 26.12.42". This was the occasion preserved in the famous photo of Kuznetsov being carried jubilantly from his P-40K, "White 23".

In the south, several regiments including Pokryshkin's 16 GvIAP, the 45 IAP and 298 IAP all received the P-40K during early 1943, as supplements for the P-39s which were in short supply. Invariably the best pilots and aces got to fly the Airacobras, and the P-40s were passed on when more P-39s became available.

As the P-40 faded from the inventories of Front Aviation, more aircraft were assigned to the air defense regiments of the PVO. Many of these units served necessary but undramatic roles, and had few opportunities for high scores. Some of these regiments have not yet even been linked with specific aircraft types yet. However, a few regiments were noted for defending the Caucasian oil fields and the Arctic ports. On the negative side, the regiments which failed to provide adequate opposition to the German raid on Poltava in 1944 were also Kittyhawk equipped. In 1945 their last significant moment came when P-40s of the PVO provided the air escort and air defense cover for the meeting of the Big Three at Yalta.

In addition to Safonov's 2 GvIAP, several other regiments of the Northern Fleet, the 27 IAP, 78 IAP, and 255 IAP received an assortment of P-40M and P-40N aircraft

(Continued on page 7)

Airline Chatter

by Terry Love

Boeing launched the new 7E7 airliner with an order from ANA - All Nippon Airways for 50 of the very high-tech aircraft. Cost is around \$120 million each. First flight should be in 2007, and deliveries in 2008. Dragonair of Hong Kong will buy 5 Boeing 747-400s from Singapore Airlines.

Boeing will have to shut down the Boeing 767 production line by the end of summer, unless the order for 100 Boeing 767 tankers comes through from the US Air Force. Gol Lineas Aereas, the Brazilian low fare airline, ordered 15 Boeing 737-800s with options for 28 more. Air Tran ordered six more Boeing 717 (Douglas DC-9s) is a deal worth \$225 million.

Iberia will take delivery of 13 new airliners this year plus 4 delayed from the years of 2002 and 2003.

Airbus plans to deliver 14 of its seven jumbo A-380s in 2006, 35 in 2007, and 48 in 2008.

Northwest Airlines took delivery of their eighth Airbus A-330-300 airliner on April 30. Its fleet number is 3308. NWA is scheduled to receive 8 additional Airbus A-330-300s this year.

Spirit Airlines ordered up to 65 Airbus jet airliners.

TAROM, the state airline of Romania, has ordered four Airbus A-318s.

Virgin Atlantic will delay the start of its new Airbus A-380 double-decker 555-seat airliner deliveries until late 2007, more than a year later than originally planned.

Virgin Atlantic Airways is the only airline of the 11 that have ordered to new 555-seat Airbus A-380, to ask for a delay in delivery.

Singapore Airlines is on schedule to begin Airbus A-380 service in 2006.

UPS is considering buying an all-cargo version of the Airbus-A-380 super jumbo jet airliner.

Airbus expects to deliver a little more than 500 airliner for the year 2004.

Singapore Airlines will break its own record for the world's longest distance commercial flight with non-stop service from Singapore to

Newark, New Jersey beginning June 29. Singapore will operate the 9608 mile flight with the Airbus A-340-500 aircraft. The flight will last 18 hours.

Northwest Airlines longest flight is Detroit to Osaka at 6045 miles distance. New York to Tokyo that NWA operates is 6030 mile distance.

Boeing 727s, at cruise, at altitude, burn 1250 gallons of jet fuel per hour, but an Airbus A-320 burns about 800 gallon per hour, at cruise, at altitude - carrying the same passenger load, the same distance. Jet fuel is about \$1.40 per gallon, now. A fully loaded Boeing 747 holds 55,000 gallons of jet fuel, so a tank full of fuel for a 747 costs about \$77,000.

(Tomagauk Continued from page 6)
during 1943, usually with other aircraft types as well. During 1944 the 53 and 54 Air Regiments of the White Sea Air Flotilla also received some handed-down P-40s which they flew alongside PBN-1 Catalinas and other older aircraft, including the I-15bis.

Another significant use of the P-40 was the Black Sea Fleet Aviation. Here the 7 IAP and 62 IAP received the P-40K from the spring of 1943. Later they also received examples of the P-40M and P-40N.

In addition to the fighter units, the navy also assigned the Kittyhawks to reconnaissance regiments. Over the Black Sea, this included the 30 RAP, whose, 3rd Squadron was equipped with P-40s for short range reconnaissance. Their outstanding pilot was Aleksandr Dmitrievich Karpov who scored 5 individual and 2 shared victories (Bf-110, Ju-88, 2 Do-24T, 2 BV-138, Ju-52), as well as 4 torpedo boats sunk. In the Northern Fleet, the P-40 was also used by the 118 RAP.

There is no evidence of Russian P-40s being used against Japan in August 1945. From October 1942 there was a brief attempt made to ferry P-40s via the Alaska-Siberia Trace, but the P-40s proved unable to withstand the Siberian winters and the attempt was abandoned after only 48 aircraft were ferried. Henceforth all P-40s were delivered

(Spraybooth Continued from page 4)
column fresh off another shoot to retrieve, my mind flashed back again to that day. It also really got me to thinking about how I approach modeling. Rarely do I find myself asking anyone if they "had fun" building the kit they brought to show and tell. Rarely does anyone ask me anything but "Is it accurate?" or "How did it go together?" or better yet "Didn't that kit just suck?". Once again, hmm.

How many people do we push away from the hobby by not being a bit more supportive? How many people just see us as "model nazis" or the "color police" and why shouldn't they, it's all we talk about. We don't talk about the fun we had breaking sprue or the night of model building that we got to have when the family was out of the house.

Nope, our conversations are about shades of color, the fit of parts and the millimeters of inaccuracy that may drive an alcoholic back to the bottle. We talk indignantly about how Tamiya "got it wrong" and how could Hasegawa screw up a Spitfire and leave it a few millimeters short.

We've become obsessed with the wrong part of the hobby, the nitpicking and rush to be the first to find something wrong with a kit. We are not obsessed with the fun and enjoyment that we should be getting. After all, isn't that what having a hobby is all about? Fun?

Now, shut up and go have some fun building something!

via the southern route and Abadan. So there was no reason to transfer P-40s back east at tremendous difficulty, when lots of perfectly good, or better P-39s and P-63s were arriving there direct.

By the end of the war there were still large numbers of P-40s left in Soviet inventories, though they were concentrated mainly in the air defense units. The PVO is known to have continued using P-40s until 1948 or 1949.

This should give you some creative ideas for things you can do with Russian Curtiss fighters for the coming January Contest. Let's see

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.



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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.

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Return address requested