

**SE-5a**  
by Merrill Anderson

**Reggiane RE. 2005 Sagittario**  
by Rick Koehnen

The last of the Regiane fighters to be produced was the Re.2005 Sagittario, which means Archer. It is defined by some as "the most beautiful aircraft of World War II" and by others as "one of the best fighters to be produced by the Italians in World War II."

Early in the war the main stay of Italian fighters were powered by radial engines. The Regiane Re.2001 was the first Italian fighter to utilize the German inline Daimler-Benz DB-601 engine built under license by Alfa Romeo. It was followed shortly by the Macchi C.202 which also used the license built DB-601. During this time Fiat

was still producing the radial engined C.50. In 1941 all three manufacturers began work on what is know as the '5' series, as all three designations ended in '5'. These three aircraft, the Fiat C.55, Macchi C.205 and the Regiane Re.2005 were designed around the more powerful DB-605 license built by Fiat. The Fiat C.55 Centauro (Centaur) was an

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## TCAH Officers

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**Vice-President**, Larry Donovan

**Secretary**, Merrill Anderson

**Treasurer**, Dave Huffmeyer

**Historian**, Tom Norrbohm

## Newsletter Info

Article Submission Deadline: 22nd of each month.

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## TCAH This Month

The monthly meeting will be held Saturday January 10, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

## Election Results Correction

The editor incorrectly reported the election results for Treasurer last month. The new slate of officers for 2009 are:

President: Dave Nelson  
Vice-President: Larry Donovan  
Secretary: Merrill Anderson  
Treasurer: Dave Huffmeyer

Congratulations and thanks to our new leaders.



## Airline Chatter

by Terry Love

Northwest Airlines sold Boeing 747-200, N636US, to Bangladesh Biman Airways, who sub-leased it to Kabo Air of Nigeria who is running charters to Mecca.

Boeing's first Boeing 747 first flew on February 9, 1969 - 40 years ago. The 747 is STILL in production. number 1410 was delivered to UPS last August. there will be 13 more 747-400s built, and then the production switched to the 747-800 series with 21 passenger versions and 69 freighter versions on order.

Airbus plans to cut the production rate of their airliners in 2009 since they have a relatively small back log of orders. The airlines are not ordering airliners due to the economy, and they are down-sizing their fleets.

United Airlines negotiated fuel hedges when they were high priced. Now oil is less than \$50 a barrel and jet fuel is much lower. United Airlines says its fourth quarter fuel hedge could cost them \$232 million in losses.

North American Airlines leased another Boeing 767-300ER. This is their sixth 767. North American Airlines is mainly a charter airline to sports teams, political candidates, etc. They also operate Boeing

757s, and Boeing 767s. They also sub-lease Douglas DC-10s and MD-11s for seasonal bowl games.

China's first domestically developed regional airliner, the ARJ-21-700, completed its maiden flight on Friday, November 28.

NEWSFLASH!!!! - Delta Airlines, which bought Northwest Airlines in October, plans to seek significant changes in aircraft orders that both carriers placed individually with Boeing. The ONLY Northwest Airlines order has been with Boeing and is for 18 Boeing 787 Dreamliners. Delta Airlines wants to scale back or cancel the order for the NWA Boeing 787 Dreamliners and order more Boeing 777-200LRs which hold about 50 more passengers. The Boeing 777 cost more than the 787s, so Boeing will probably go for the deal. This also helps Boeing's late delivery on the 787s.

Lufthansa has parked four Airbus A-300-600s and will park three more Airbus A-340-300s.

British Airways is talking to Qantas about merging.

Delta Airlines is going to trim 6 to 8% more of its capacity in 2009, than was planned.

United Airlines will layoff about 1200 employees as part of a planned 7000 employee staff trim.

American Airlines had a 14.5% drop in passengers in the third quarter, so look for more layoffs and parking of aircraft.

Okay Airlines of China, indefinitely halted its passenger operations in mid-December. Okay Airlines was the first privately held airline in China. All of the other airlines in China are government owned and run.

American Eagle Airlines, a wholly owned commuter airline by American Airlines, sold 39 ATR-72s

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to a Danish leasing company. Deal is worth over \$200 million.

Embraer sold six more E-195s to Air Europa. Deal is worth \$237 million. Embraer has now sold 865 E-195 jets with options for 813 more. 450 have been delivered so far to 52 operators in 34 countries.

Lufthansa bought Austrian Airlines. Lufthansa is now Europe's biggest airline.

Sukhoi has designed and tested its new Superjet 100 regional jet. The first customer is Kartika Airlines of Indonesia for 15 airliners worth \$448 million with an option for 15 more. The SSJ holds 98 passengers.

Airbus has delivered 437 airliners and 878 firm orders for the year of 2008. There were 122 cancelled orders, bringing the sales ordered to 756. Boeing has 640 deliveries for the year of 2008.

All airports in America are owned and/or operated by various government agencies - that is, except for one. Branson, Missouri's new \$150 million airport is the first private commercial airport in America. Starting next May, Air Tran Airlines will begin service to Branson from Atlanta. The deal was not made public.

In November, there were 4,466 pilots furloughed from U S airlines. That is the most since October of 2001.

Qantas took delivery of their second Airbus A-380. They are going to use it on the Australia to Los Angeles route.

China Southern Airlines has begun service from mainland China to Taiwan. This is the first time in over 60 years that there has been airline service between the two Chinas.

Airline employee totals dropped 5.7% in 2008. This was for full-time

employees - not part-time.

Fed Ex is cutting back their fleet. In present economic atmosphere, Fed Ex laid off 1100 employees, and will park 80 old Boeing 727 freighters, and 40 more over the next three years. Fed Ex operates the largest fleet of airliners in the world with 672 planes of varying types. The Boeing 727s are among the oldest in the fleet, averaging 30 years old.

Delta Airlines fleet planning is really changing things around. Next Spring Delta will pull off the Boeing 767-300s from the New York to Venice market, and replace them with Airbus A-330s - ex-Northwest Airlines aircraft. The extra capacity is needed on that route.

Delta Airlines will begin service to Australia on July 1. Delta will, at that time, serve six of the continents of the world.

### Check Six

by Johannes Allert

Years back, there was a Cooking Show on PBS called "The Frugal Gourmet". Its host was a fellow by the name of Jeff Smith, whose main belief was that memories were an integral part of what you ate. Think of your favorite dish, desert, or restaurant. Was it just the food, or was there more to it? Perhaps it was also the company of friends & loved ones, or the service and atmosphere - all helped to shape your dining experience.

The same can be said of our hobby. Much of why we build, photograph, research and write about our interest is based on our earlier experiences. Hence the name "Check Six" - a look back. The goal of this column is NOT to wallow in nostalgic manure, but to tie the past with the present in a fun and informative way. After all, there's nothing wrong with looking back, that's why our club is called the Aero HIS-

TORIANS. At the same time, I don't want the writer or the reader to get lost down "Memory Lane" or fall asleep to the tune of "The good old days are gone forever..." The goal for those who write for this column is to share a particular experience, event, etc. And then put it in the context of today. So, put your thinking caps on, and sharpen your pencils. You'll be hearing from me soon!



### Contest Results

by Bernie Kugel

Category 1 - 1/48 Aircraft pre-WWII

Gold: David Gatts - P-26

Silver: Merrill Anderson - SE-5a

Bronze: Don Stauffer - Spirit of St. Louis

Category 2 - 1/48 Aircraft WWII to Present

Gold: Steve Jantscher - A6M5 Zero

Silver: Sean Brzozowski - Polish F-16

Bronze: Eric Morningstar - P-38

Category 3 - 1/72 Aircraft

Gold: Jim Kloek - Avro Lancaster

Silver: Merrill Anderson - F-84G

Bronze: Rick Verner - Yak-3

Category 4 - Cars

Gold: Bob Ferriera - F-1

Silver: Bob Ferriera - Porsche

Bronze: Bob Maderich - Jaguar

Category 5 - Ships

Gold: Jim Kloek - USS Alaska

Silver: Bob Maderich - U-Boot

Bronze: Bernard Kugel - USS Franklin

Category 6 - Juniors

Gold: Tom Verner - Kubelwagen

Silver: Pat Verner - Meteor

Bronze: Pat Verner - Dauntless

Category 7 - Armor

Gold: Steve Jantscher - Stug III

Silver: John Dunphy - T-55

Bronze: Mark Jacques - M4 Sherman



(Continued from page 1)

extensive redesign of the C.50, while the Macchi C.205 was basically a reengined C.202. The Re.2005 resembled the Re.2001 in wing shape and appearance and retained some of the new features such as outward retracting landing gear of the Re2002bis, but in reality it was nearly a totally new airplane, including a completely new internal structure in the familiar wing shape.

September, 1942. Meanwhile the Re.2005 was evaluated against the other two types, it was revealed to have a structural weakness in the rear fuselage which led to it being judged third. Actually the Fiat was considered more advanced, better armed and faster than the Macchi, but only possessed a stronger structure than the Regianne.

By the end of 1942 only three

The first deliveries occurred in March 1943, when the Re.2005 went into operations with the 362nd Squadron of the 22nd Gruppo C.T. (Land Fighter Group) at Naples-Capodichino. They used their Re.2005's along side their MC.200, MC. 202, Re.2001, and Dewoitine D.520's. They moved eight Re.2005's south to Sigonella to defend Sicily. When they withdrew in July only



Right front quarter view of the Re2005 shows the right landing gear and radiator to good effect.

The DB-605 was tightly cowled in a long nose which still housed two 12.5 mg on top of the engine and a 20mm cannon firing through the spinner. Another two cannons were fitted in the wings. Additional firepower could be carried in the form of 1,390 lbs of bombs.

Because it was a new design rather than a redesign, the Re.2005 was the last of the '5' series to take to the air. The first flight was in May of 1942. It had been finished in the Spring but was delayed because of the need of spare engine parts which had to be obtained directly from Germany as Fiat was not into full production on the engine yet. Both the new Fiat and Macchi had already flown and the C.205 had already been given a production order and started rolling off the line by

aircraft had been ordered. Finally an order was placed for 16 'zero series' airframes which were to be hand built by the Experimental department rather than on production jigs. Those were to be followed by 18 pre-series samples before the final decision was made on ordering. When the production contracts were finally let, the C.205 was awarded 250 and the G.55 600. Possibly because the Re.2005 was a totally new design rather than a redesign or reengined model, it was awarded a contract for 750 aircraft. A follow on order for 1000 aircraft was being considered with production being spread between Breda, Aerfer and Caproni. Additional production was considered by Sweden who was negotiating to build it under license, but after more than a year of talks the Armistice in September 1943 ended them.

two were flyable. These were transferred to 371 Squadron and shortly destroyed in Allied bombings. With the depletion of the 'zero series', 362 Squadron obtained 10 of the pre-production examples. At the time of the September Armistice, 362 Squadron was at Naples-Capodichino with only two unflyable Re.2005's left. A total of seven Re.2205's were burnt by 22 Gruppo to prevent their being captured by the Germans. The cobelligerent forces did not use any, while the pro-German Repubblica Sociale Italiana (RSI) retained six for training purposes into 1944.

The Germans had shown interest in the Re.2005 and sent a special DB605 engine and VDM propeller to be installed in the second prototype which gave this prototype

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a top speed of 447 mph at 23,950 ft. On September 8, 1943, all the 'zero series', and 13 of the pre-production aircraft had been completed and the first of the production run was near completion. The Germans seized both prototypes and eleven of the of preproduction units. After replacing the engines and props with German units they were flown to Germany between October 6-10, 1943. Regianne was instructed to complete more for the Germans but it is not known if this was done. Reports are that the modified German aircraft were used in the defense of Bucharest and Berlin.

Advanced projects involving the Re.2005 included a twin fuselage model, another with an auxiliary 370 hp engine driving two Campini superchargers, one for the DB 605 engine the second exhausting out the tail for thrust. Two Re.2005 airframes were being reengined with the more powerful DB 603 engine and designated Re.2006. The second Re.2006 airframe was then redesignated Re.2007, the task was to make it into a swept wing jet. Work was half completed by fall of 1944 awaiting Jumo 004B turbojets from Germany. By the time Germany surrendered the prototype was 70% complete. In July 1945 the Allies removed the Re.2007 airframe and all pertinent data. Of the 36 Re.2005's built, one was sent to the U.S. by the Americans after the war. Its fate is unknown.

#### COLORING & MARKINGS:

Unlike the lively coloring used on earlier Italian aircraft, the Re 2005's were factory painted and left in a basic two tone scheme of dark olive drab (FS34079) and gray (FS36307). The entire exterior of the fuselage was dark olive drab including the undersides. Only the underside of the wing and horizontal stabilizers being gray. The dark olive drab draped over the leading edge of the wing onto the undersides nearly to the wheel well. A panel line is depicted on the underside of the wing

to show you this demarcation.

Cockpit interior was a light gray (FS36440) while the prop was finished with a dark gray (FS36118) front and black (FS37038) back side and yellow (FS37538) tips.

Prior to the Armistice in 1943 all Re 2005's appear to have had basically the same markings, ie. white aft fuselage band separating the squadron number and the aircraft number, 2-362 and 362-2 with the squadron number forward of the band on both sides. Below the windshield on both sides was the Fasces Roman insignia on a blue disc with the blade forward on both sides of the aircraft. Both wings upper and lower surfaces had the insignia of three fasces symbols in a circle in black over the camouflage surface. The blades always pointed forward on the side of the staff closest the wingtip. The rudder had a large white cross over it on both sides with the coat of arms of the House of Savoia where the arms of the cross met. This consisted of a red shield with a white cross on it, flanked on both sides by a gold fasces symbol with a gold scroll, sceptre and crown. Some photos show the name "Sagittario" in script on both sides of the tail fin. This is quoted as being red with either white or yellow shadow.

After the Armistice the aircraft taken over by the RSI retained the primary paint scheme but all markings were removed. In there place on the wings were four type "A" fasces symbols, black on a white field. On each side of the tail fin is a small RSI flag while a larger RSI flag depicted on both sides of the fuselage with the aircraft number (ie. 4) behind it in red followed by small light grey lettering giving the production serial number of the aircraft (ie. M. M.092352). One reference shows the spinner of these aircraft to have one quarter of the spinner painted white, centered on one blade. Note that the RSI flags are the Italian flag of green-white-red surrounded by a gold toothed edging. The flag is always displayed with the green forward.

If you intend to depict the Re 2005 in German markings or intend to show the second prototype, use a more rounded spinner.

#### REFERENCES:

Coverage of the Re2005 in English publications is limited at best. But since only 36 were built it is understandable that documentation is lacking. Below are listed the most common of the English texts. Ref. 5, 6 and 2 would be the most helpful but 9 is worth the side profile alone. The Profile Publications, Ref. 1, would be much better if the photos were of a larger size, but gives the most in text. Italian print coverage is much more comprehensive but is of course not in English.

Aircraft in Profile, Vol. 13, Re 2001, Re 2002 & Re 2005, Brindley, 1973, Profile Publications. Most detailed history with four photos and color side view.

Complete Book of World War II Combat Aircraft, Angelucci-Matricardi, 1988, Military Press. Contains two pages (10 x14), one page is history, specs, and two photos, other page is a 1/48 color three view.

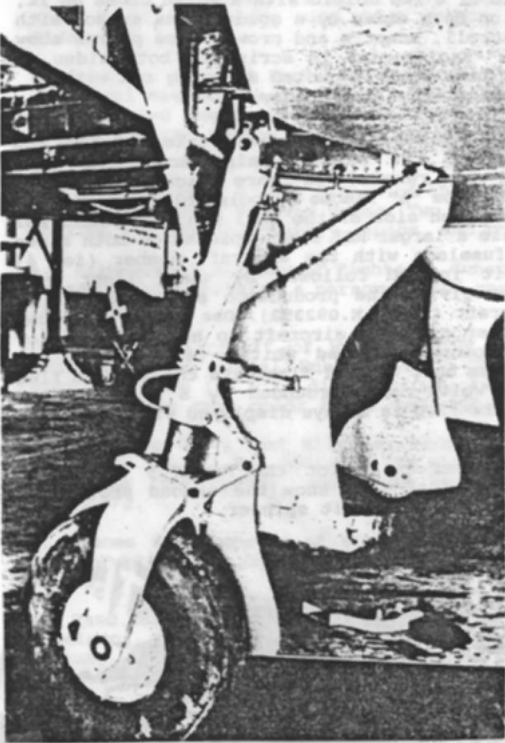
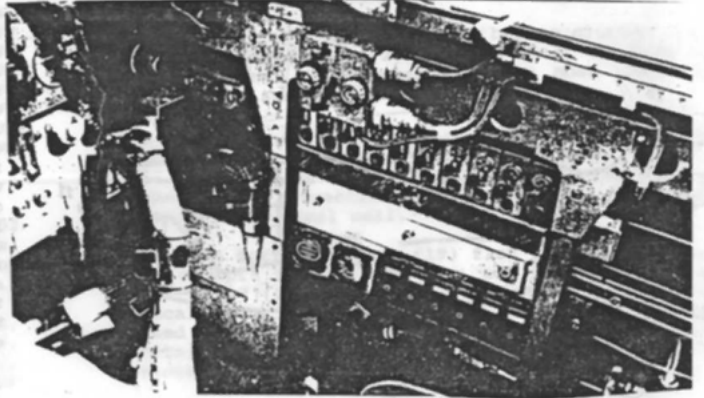
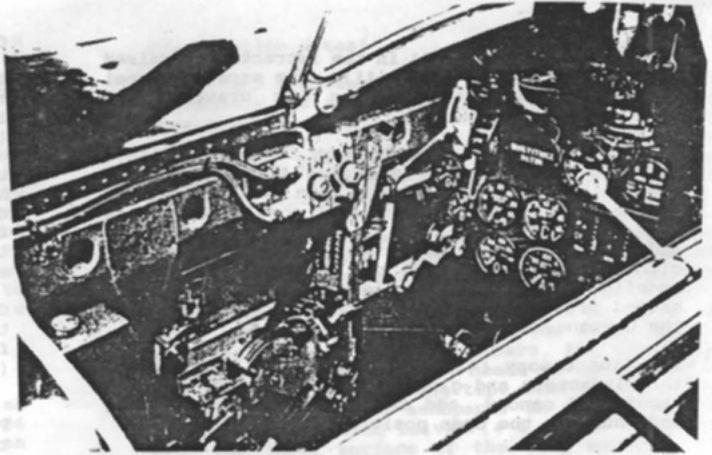
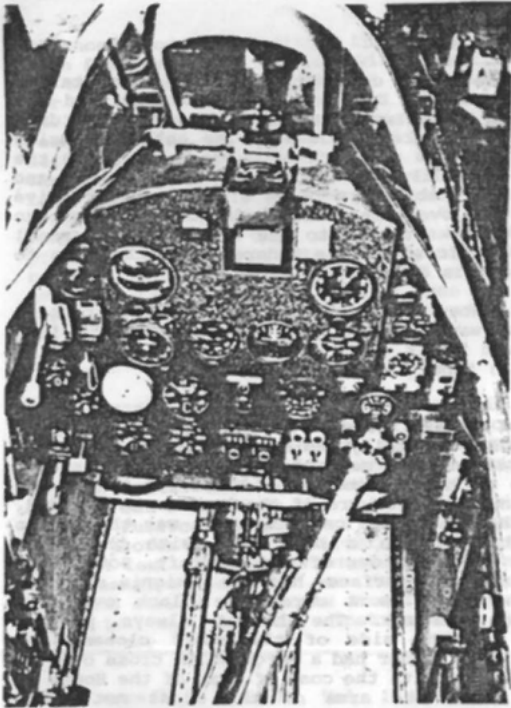
Fighters Vol. 2, War Planes of the Second World War, Green, 1961, Hanover House. Two pages (4.5 x5) include two photos, history, specs, and three view.

Illustrated History of Fighters, Gunston, 1981, Exeter Books. Contains a paragraph and one photo of the Re 2005.

Italian Aircraft of World War II, Sgarlato, 1979, Squadron Signal Publications. Contains one page of photos (5) with descriptions, two page cut away, and one page color three view app. 1/72.

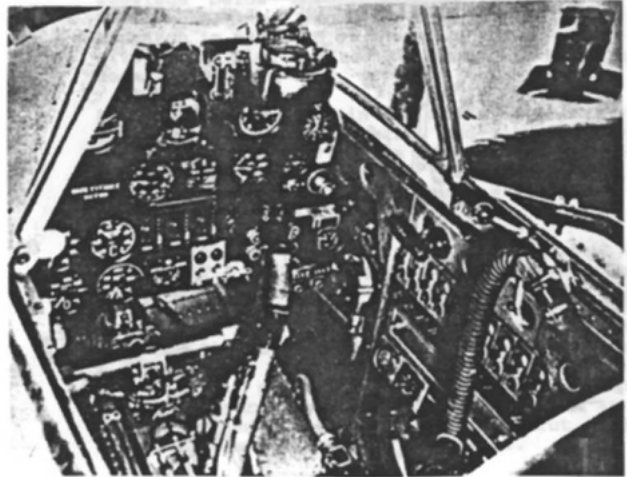
Italian Civil and Military Aircraft 1930-45, Thompson, 1963, Aero. Contains two pages of history including

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Cockpit views of the Re2005 Archer show the tight fit afforded the pilot.

Note the position of the landing gear covers and that the larger piece hinges off the lower wing while fastened to the strut, while the smaller part is fastened to the strut opposite the wheel. The arm that retracts the gear, (41) is bolted to the front of the strut and attached to the rotating rod in the wheel well.



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four photos, and a one page three view app. 1/72.

Janes Encyclopedia of Aviation, Taylor, 1980, Janes Publishing. Contains a single paragraph and photo.

Rand McNally Encyclopedia of Military Aircraft, Angelucci, 1983, Military Press. contains a brief history, specs, small three view, photo and larger artists rendition of same photo.

Regia Aeronautica Vol.2, D'Amico & Valentini, 1986, Squadron Signal Publications. Contains one side photo and the best of all the side color profiles, both in the markings of the RSI.

50 Fighters 1938-1945, Aircam NO.S17, Ward, 1973, Osprey. Contains a b/w marking guide and color side view.



### From the Editor

I appreciate the support you have given me since becoming editor. Now I want to ask for more help, both from the writers, and readers.

To ease the task of editing, I ask the following of contributors:

If possible, please send the article as a file attachment, rather than as an integral part of your e-mail, which will make editing easier. I can open files in WordPerfect, Word, or other Major word processor formats.

Please keep formatting to a minimum. I have to delete it before importing the document into Publisher. If you have photos or drawings, please send them as separate attachments, so I can size them before placing in the newsletter.

For the readers, let me know which articles you like and which you don't, if any.



### An Editorial Plea

If you find any decent aviation or modeling clip art on the web, please either download it and e-mail it to me, or if it is a whole bank of images, e-mail me the link. I will try to accumulate a library of images and when the day comes that I burn out, I will pass this clip library along to my successor. This will also help dress up your own articles.

Also I know some of you have scanners, so I encourage you to create some of your own clip art to accompany your own articles.



### TCAH GROUPS INVITATION

If you would like to participate and be a part of an important part of the club's activities, I encourage you to join the TCAH Groups discussion forum. You will get important up to date information pertaining to the club and communicate with other club members in the Groups. At present we have approximately 40 members and welcome any new members as well. If you are a current TCAH club member and wish to join, send me your current e-mail address to: tomnorrbohm@juno.com and I will send you an invitation to join and a profile to fill out.

Tom Norrbohm  
TCAH Groups Moderator



### Help Wanted - II From the Editor

So, have you enjoyed the last two newsletters? Here's how can you help!

We're seeking a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

If you're interested in helping out, drop us a line at bob@loumc.com.



Photo (below):

Boeing 727-27  
by Frank Cuden



## 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.

Twin City Aero Historian  
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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 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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