



78th FS P-51 "Jeanne VIII"
by Mark Rossmann

Iwo Jima VLR Mustangs - Part 1 15th FG / VIIth Fighter Command *By Mark L. Rossmann*

The "Sun Setters", were the VLR Mustang pilots of the 15th, 21st and 506th Fighter groups, VII Fighter Command. Based on the volcanic island, Iwo Jima in the Pacific Ocean, they flew 650 mile missions to Tokyo and back, if you made it you were a member of the

"Tokyo Club". VII fighter command flew 51 Very Long Range missions to Japan from April 7 to August 14, 1945, initially flying B-29 escort missions, ground attack missions followed including 140 strikes against targets in the Bonin Islands. Final accounting of the Sun Setters was 234.5 confirmed aerial kills and 219 ground kills, while 131 P-51's and 99 pilots were lost to all causes.

On March 6th the 47th FS ar-

rived at Southfield Iwo Jima, followed on March 7th by the 45th and 78th FS.

45th FS P-51's, field #1, were assigned numbers 50 to 99 and were commanded in the following order by Maj. Gilmore Snipes, Maj. Arthur Bridge, Capt. Harold Collins and Maj. Robert Moore.

"Stinger VII" was piloted by Maj.
(Continued on page 4)

TCAH Officers

President, Dave Nelson

Vice-President, Larry Donovan

Secretary, Merrill Anderson

Treasurer, Dave Hueffmeier

Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
651-481-8887h
763-496-6742w
boba@arkokraft.com

Distribution Editor

Rick Schmierer
1852 E. 39 Street
Minneapolis, MN 55407
612-721-8787
rmschmierer@comcast.net

Send articles to:

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
boba@arkokraft.com

Send Change of address notice to:
Dave Hueffmeier

TCAH This Month

The monthly meeting will be held Saturday December 11, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

Picture your model someplace in the Newsletter!

From the Vice President

by Larry Donovan

Greetings and salutations one and all!!

Hopefully everyone had a great Thanksgiving holiday, and now have been able to work off some of that excess poundage! Hard to believe we are already into December. Speaking of which, do not forget that this month's meeting will feature the annual club contest; any kit built this year is eligible to enter. Let's load up the tables with your creations.

With the holiday season upon us I would like to talk about how we as modelers can be giving this season. There are many ways to do this, I'll only be able to talk about some of them this column. How about family and friends? How about taking some time from the bench and help out decorating, maybe help in the kitchen (ask first, maybe your biggest help may be to STAY OUT OF THE KITCHEN!). Maybe give up that kit you HAD to have and take your spousal unit out to dinner; or for those of you with children take them out to dinner to give your spousal unit "some relief". Maybe ask one or more of your friends over to see your collection--maybe give them a kit out of your stash with a "promissory" note that you will help them build it. Maybe you have a friend or relative or neighbor who served in the Armed Forces and would appreciate a built model of the aircraft, tank, or ship they served with. How about going to a Senior facility or a local Veterans Hospital and share with someone something of your modeling; or just listen to their stories and recollections, or just listen. Maybe find out with one of these facilities or a local hospital if they would like a kit or two, some cement, a bottle or two of paint--many such facilities have occupational and physical therapy departments where they could use these items. How about the current members of the Armed

services? Can you donate a kit or two (or three or more?) or some tools to a group serving abroad? Maybe a school in your area can use your knowledge as a speaker or even a modeling club mentor; one such school I can readily think of is here in St. Paul: Farnsworth Aerospace Magnet School. As I said at the beginning of this piece, I have only scratched the surface here as to how we as modelers can give at this time of year; that is truly what the season is all about!

Speaking of giving, on a different note. A loud "Thank You" to all who made the annual kit auction a resounding success. If you have not seen David's email yet, we raised over \$1700 this year. All I can say is "WOW"! Thanks to everyone who donated kits, decals, books, and tools this year--without such support our auction would not have been the success it was. Also thanks are due to the bidders--in this economy you did a wonderful job to support the club. And certainly a very big thanks to David who did a fantastic job of keeping track of everything...he did a wonderful job! Also thanks to Merrill and Axel and Bob for helping the auction move along---and thank you for not lobbying cans of pop or other heavy objects at me for my attempt to be humorous...as lame as my knee huh?

I would like to close this month's column with two thoughts. First, what a fantastic year we had. A very big thanks to Dave Nelson, Dave Huffmeier and Merrill for their leadership, and all of the club membership for their support. I, Merrill, Dave, Mark and hopefully you are looking forward to the new year! Finally I want to wish everyone very Happy Holidays and a wonderful New Year!



Airline Chatter

by Terry Love

Delta Airlines lost \$161 million in the third quarter of 2009.

American Airlines lost \$359 million in the third quarter of 2009.

Jet Blue Airlines and Air Tran Airlines both earned a profit in the third quarter of 2009.

Alaska Airlines earned \$88 million in the third quarter of 2009.

American Airlines is going to close their Kansas City maintenance and overhaul base. It was originally the main maintenance center for TWA. The small amount of work that was being done, will be transferred to American Airlines's major maintenance facilities at Tulsa, Oklahoma. About 500 employees are effected in Kansas City. Overall, American is laying off 700 mechanics out of 12,500 that American now has.

Ex- Northwest Airlines Douglas DC-9-31, N9339, msn 47382, fleet number 9973, was parked in August of 2008. On November 2, it was scrapped. The airframe had 93,510 cycles, and 91,110 flight hours.

Delta Airlines has less than 100 ex-Northwest Airlines left to paint. All airframes should be painted by the end of January that are going to be painted.

Ex-Northwest Airlines Boeing 747-251B, N624US, msn 21706, fleet number 6624, was parked at Marana Air Park in Arizona on November 28. Also Boeing 747-251B, N623US, msn 21700, fleet number 6623, was parked at Marana Air Park on November 25.

U S Airways is laying off 1,000 more employees. U S Airways will consolidate their hubs at Charlotte, Philadelphia, Phoenix, and Washington, DC.

Air France took delivery of its first Airbus A-380 super jumbo jet on October 30. Air France began using the new Airbus A-380 on the Paris to New York route on November 20. This is the 20th A-380 delivered by Airbus – 10 to Singapore, 5 to Emirates, and 4 to Qantas. Air France ordered 12 Airbus A-380s. Air France has a fleet of 183 Airbus aircraft (Airbus aircraft are built in France) – 34 Airbus A-330s, 149 Airbus A-320s.

Delta Airlines parked Airbus A-330-300, fleet number 3305, N805NW, msn 0552, at Marana Air Park on October 31. It was delivered to Northwest Airlines in 2004. The aircraft still has lots of airframe life on it, so it should be put back flying the line in the future.

Delta Airlines pulled from storage ex-Northwest Airlines Boeing 757-251, fleet number 5533, N533US, msn 24264. It will be scrapped. It was delivered in May of 1988 to Northwest Airlines.

Air New Zealand ordered 14 Airbus A-320s for \$1 Billion to replace their fleet of old Boeing 737-300s

Continental Airlines is keeping a very close eye on the Delta Airlines/Northwest Airlines merger. If the new Delta Airlines outperforms Continental financially, Continental would still consider merging with United Airlines.

Japan Air Lines is dropping 17 routes in the next few months in order to improve their economic conditions.

Turkish Airlines ordered 3 more airbus A-330-300s, bringing the total number ordered to 10. Delivery starts in about a year. Although not ordered, Turkish Airlines is planning to order 4 Airbus A-330 freighters. Turkish presently has a fleet of 4 Airbus A-310s, 47 Airbus A-320s, 7 Airbus A-330s, and 9 Airbus A-340s.

Airbus has more that 1000 orders for the A-330 series with more than 600 in service from more than 80 different customers.

British Airways bought Iberia, the major Spanish airline, for \$7 Billion.

Vietnam Airlines ordered 6 Airbus A-380s for \$1.8 Billion.

Yemenia, the airline of Yemen, ordered 10 Airbus A-320s worth \$700 million.

Air Austral ordered 2 Airbus A-380s in the all economy class version. That version holds over 800 people.

Air Algeria ordered 11 Boeing 737-800s.

Delta Airlines announced that all Boeing 737s, Boeing 757-300s, and Boeing 767-300s will get winglets.

Delta Airlines bought 9 MD-90s from China Eastern Airlines through ex-Northwest Airlines contacts in Asia with them. They are as follows:

Old registration	msn	line number
B-2256	53582	2198
B-2257	53583	2200
B-2258	53584	2203
B-2262	53585	2224
B-2263	53586	2233
B-2265	53587	2240
B-2268	53588	2248
B-2269	53589	2259
B-2270	53590	2261

Delta Airlines finished painting all of the Douglas DC-9-50s from Northwest airlines. The last one painted was N772NC, msn 47774. No other ex-Northwest Airlines Douglas DC-9s were painted in the new Delta Airlines color scheme.

Nepal Airlines ordered a sin-
(Continued on page 4)

(Continued from page 3)

gle Airbus A-330-200 and a single Airbus A-320. All of the above Airbus orders were announced at the Abu Dubai airshow the first two weeks of November.

Northwest Airlines introduced the "bowling shoe" color scheme in 1989. This scheme was replaced in 2003 with the large logo on the side and silver paint on the fuselage. Airbus A-320, N340NB, fleet number 3140, msn 1714, never wore the new NWA paint scheme, but it is now wearing the new Delta airlines color scheme. One mainline passenger aircraft, Boeing 747-251B, N623US, msn 21705, fleet number 6623, (the charter aircraft) still wears the 1989 NWA color scheme. This aircraft will be retired on December 31, 2009. Get your photographs now, if you can.



(Continued from page 1)

Moore, the leading VLR ace with 11 kills. These were the initial markings of this unit, green/black/green propeller spinners, 18 inch slanted band with black border on upper fin and rudders and on the upper

wings.

47th FS P-51's, field #1, were assigned numbers 150 to 199, and were commanded in the following order by Maj. John Piper, Maj. Theon Markham, Capt. Walter Powel, Capt. Ernest Hostetler and again Maj. Theon Markham.

"Black Rufe", #185, named after one of Al Capp's comic strip characters from "Li'l Abner", was piloted by Lt. Sparks. This was one of five 47th FS Mustangs lost in the storm of June 1; Lt. Sparks was not flying it that day. These were the initial markings of this unit, yellow/black/yellow propeller, black band with yellow border on rear fuselage, black wedge with yellow borders on upper fin/rudder and 18 inch black bands with yellow borders around the wings outboard of the pylons and on the tailplanes

The 78th FS (Bushmasters) P-51's, field #1, were assigned numbers 100 to 149 and were commanded in the following order by Maj. James Vande Hey, Maj. James Tapp, Capt. Joe Fitzsimmons and again Maj. James Tapp.

"Jeanie VIII", #100, was piloted

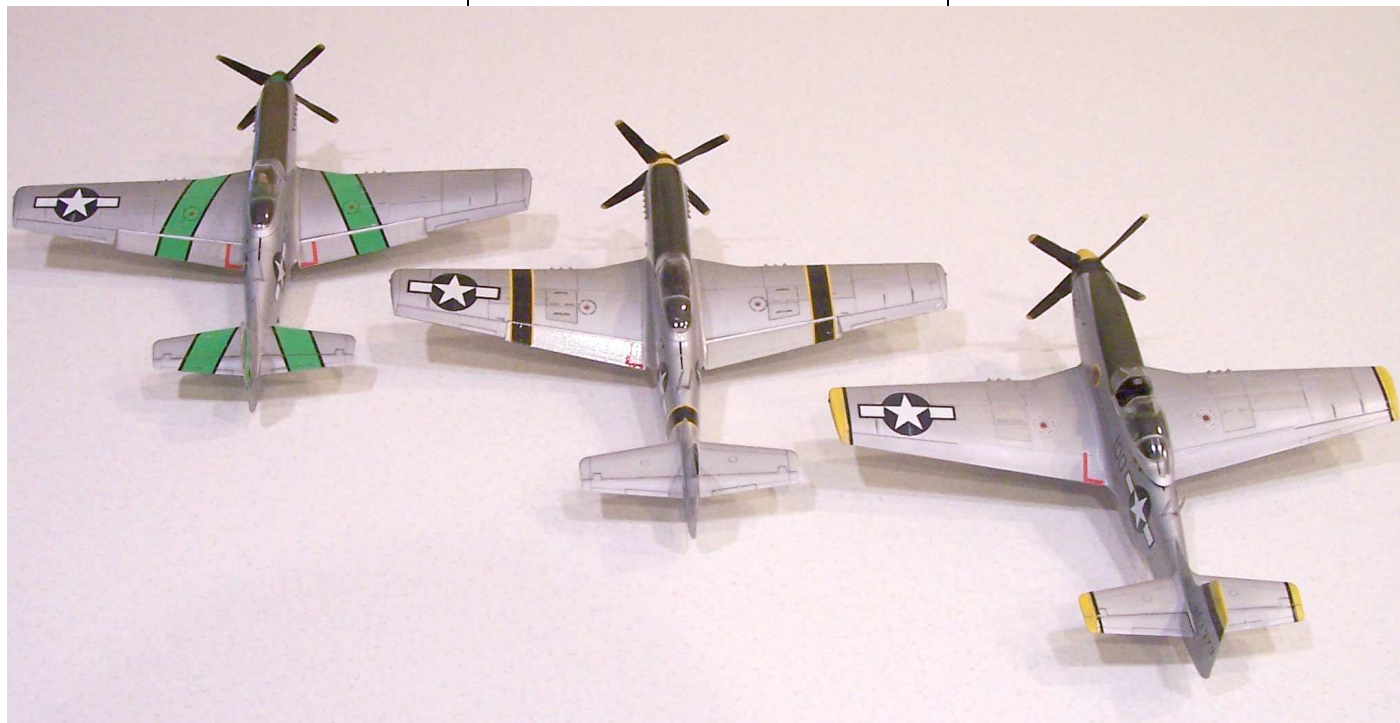
by Maj. Vande Hey a survivor of the Pearl Harbor attack. He started his Pacific victory total on January 26, 1944, with 2 while flying a P-40N. On the first VLR mission to Tokyo, April 7th, he knocked down a twin-engined "Dinah". These were the initial markings of this unit, yellow/black spinner with a 6 inch black band around the nose behind the spinner, thick bands of yellow above black on the vertical tail and yellow tips outboard 6 inch black bands on the wings and tailplanes.

These are among the last USAAF Mustang units to be activated for combat. If you would like to know more about the VII Fighter command, the Banzai attack and the storm of June 1, you will enjoy reading the following:

References:

Osprey Aviation Elite Units – Very Long Range Mustang Units of the Pacific War – Author: Carl Molesworth.

Decals: AeroMaster 48-797.



Election Results

The officers for 2010 are:

President: Larry Donovan
Vice President: Merrill Anderson
Treasurer: Dave Hueffmeier
Secretary: Mark Jacques



NO ONE AT THE CONTROLS

By Noel Allard
Life and Founding Member

Although I am not able to attend the TCAH meetings because of my living 200 miles away, I am with you in spirit every month. I am as active as ever building models and have a couple on the workbench right now. But, here's the deal: you may remember that most of my models have a plastic disk to simulate the prop spinning and show that the airplane is in flight. Therefore, I have to have a pilot in the cockpit.

I am challenging every member of TCAH who is building a model airplane to include a pilot figure in the cockpit! In fact, I would like to suggest that your next model contest, no matter what the subject matter might be, **MUST** include a pilot figure in the cockpit. (or on the wing, or at least standing alongside).

A pilot in the cockpit provides a dimension to your model that most of you have never investigated. It adds scale, human interest, color and can be configured to portray action and drama. For example, Jack Mugan once built a FW-190 on fire with the pilot standing up in the cockpit preparing to bail out. What drama! Since all of you are so doggone good at painting figures and creating dioramas, why do you shy away from adding this dimension. I see picture after picture of outstanding models from your hands, yet there is something missing! For me it's a must. Let me see what you can do!



Club Contest

By Bob Maderich

Don't forget to bring your models, that you have finished this calendar year, to the 2nd annual TCAH club contest. We'll have the same categories as last year, (aircraft, ships, armor, cars, and juniors) plus whatever shows up. Gold, silver, and bronze cash awards will be given out. These can be redeemed with any of our 4 vendors that visit us monthly. Any questions, just call or e-mail me. (612-423-2985)
[robertmaderich69@hotmail.com]



DELTA AIRLINES' PLANS FOR ALL EX-NORTHWEST AIRLINES AIRCRAFT

by Terry Love

Delta Airlines has made some fleet decisions. All Douglas DC-9-30s and DC-9-40s tentatively will be removed from service by the end of 2010. All DC-9-40s will be scrapped when they reach their maximum cycles. Some Douglas DC-9-30s may stay in service longer than 2010 should Delta Airlines need additional capacity. All Douglas DC-9-30s are owned and not leased. Douglas DC-9-50s are to stay. The -50 is relative cheap to operate, and are all paid for, being owned by Delta Airlines, and not leased. All DC-9-50s will get repainted, new seat covers added, and all will get WiFi.

All Airbus A-319s will increase their seating capacity from 124 to 132 by going from 16 First Class/108 Coach seats to 12 First Class/120 Coach seats. Lots of Airbus A-319s and A-320s will be based at Salt Lake City starting in the Spring of 2010.

All ex-Northwest Airlines Boeing 757-200s will be removed from service, probably by the end of 2010. All Boeing 757-300s will have seating increases of 8 – 2 in First Class and 6 in Coach.

All Boeing 747-400s will remain in service. However, 4 or 5 will be for charters, and military operations. All Boeing 747-200s will soon be gone – including all of the freighters.

Delta Airlines is moving some Douglas MD-88s and MD-90s to a Minneapolis base in the Spring of 2010.

Most 50 seat or less regional aircraft, like the SAAB-340, will be continually removed of the next several years.

Delta Airlines will order no new aircraft for at least 5 years. The exception could be if Delta Airlines can work out a deal for some second hand Chinese Douglas MD-90s.







Welch Models 1/144th Saab 340 done up with DrawDecal's sheet
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
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

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 Dave Nelson at 651-765-1914.

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.

ROLL MODELS
 http://www.rollmodels.com

The Internet Model Shop!
 Great Stuff!
 Great Prices!
 Great Service!

John Roll
 Vice President
 john@rollmodels.com

2709 Vale Crest Rd.
 Crystal, MN 55422-3427
 Bus: 612/545-0399
 Fax: 612/545-0899

RICHFIELD 866-9575 LITTLE CANADA 490-1675

HUB HOBBY CENTER

OPEN: MON-FRI 10:00-9:00, SAT 9:30-9:30, SUN 12:00-5:00

Model Railroading Radio-Control Plastic Models
 Science Projects Kits Rockets Road-Racing Videos

Richfield 6416 Penn Ave. S. Richfield, MN 55423 (1 blk S of LUNDS)
 Little Canada 82 Minnesota Ave. Little Canada, MN 55117 (1/2 blk W Rice St.)

HobbyTown USA

Over 150 Franchise Stores Nationwide!

GEORGE ASADOURIAN
 OWNER

Valley Creek Mall
 1750 Weir Dr. Woodbury, MN 55125
 Phone (651) 702-0355
 Fax (651) 702-0610
 www.hobbytown.com

Wings n' Treads
 It's all in the details

5515 51st Street NW
 Rochester, MN, 55901

www.wingsntreads.com

sales - sales@wingsntreads.com
 vendor - vendor@wingsntreads.com

DRAW DECALS