

## 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.

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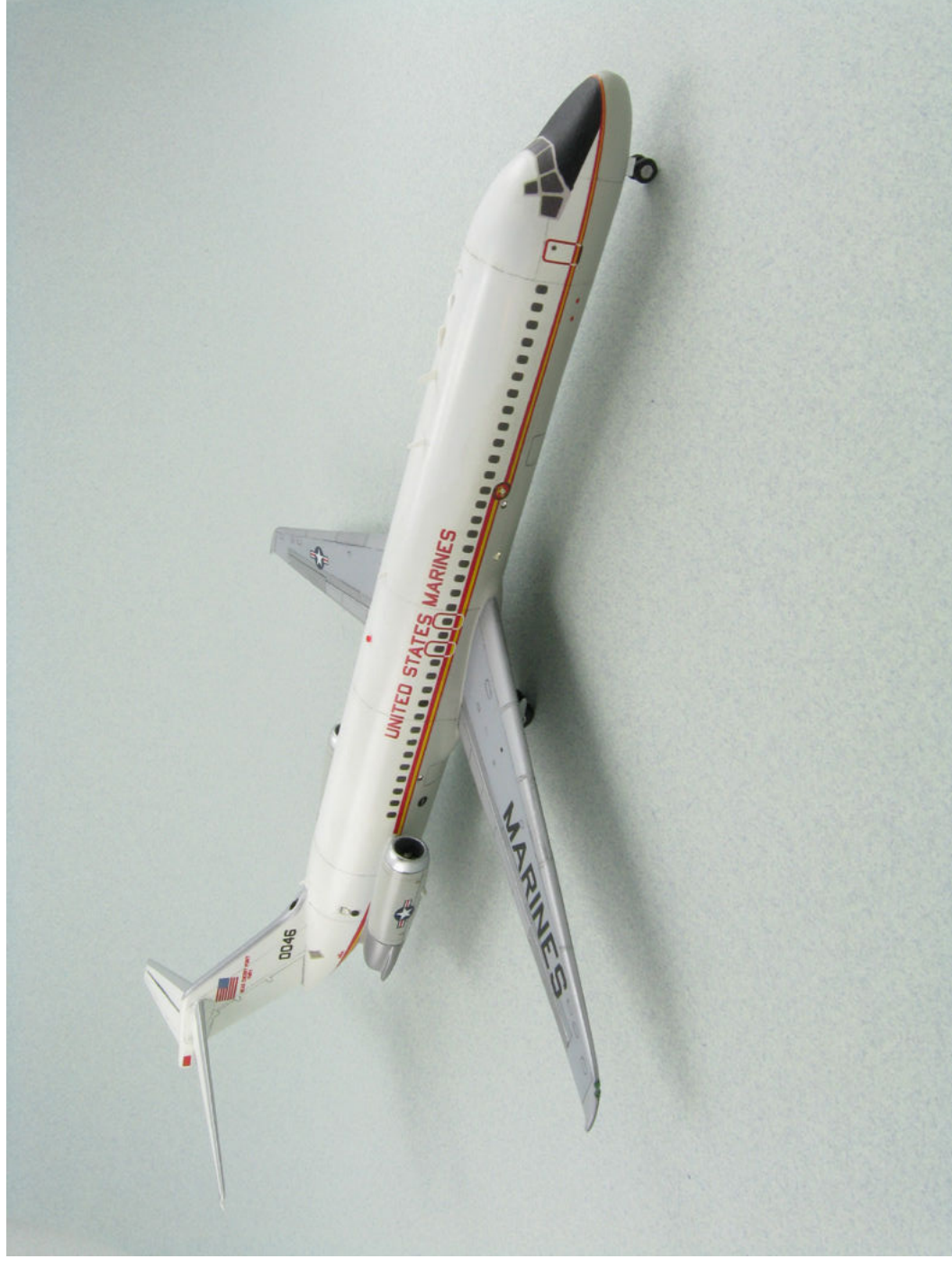
**DRAW DECALS**

# The Aero Historian

Volume 43 Number 5

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

May 2009



## Airfix DC-9 with decals from DrawDecals by Frank Cuden

### Check Six Woodcraft Hobby by Johannes Allert

The sign pretty much says it all. Here was a store where a kid could spend an entire Saturday afternoon getting lost in the plastic. Before we discovered Custom Model which specialized in military models, there

was Woodcraft Hobby Store. The closest store from where I lived was located at the Signal Hills Shopping Center (Now also long gone) in West St. Paul, but there were two more. One was located in the Har Mar Shopping Center in Roseville and their flagship store, located on Lake Street in Minneapolis.

Entering one of these stores was a truly nostalgic experience. They had everything you needed regardless of your interest, along with a seasoned staff on hand to help. Woodcraft Hobby also had something else that no other hobby store had in the Twin Cities Metro – its own T.V. show. Every weekend,  
*(Continued on page 2)*



## TCAH Officers

**President,** Dave Nelson

**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 May 9, 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.

## TCAH Annual Awards 2009

Modeler of the Year : Bernie Kugel

Historian of the Year: Mark Copland

Newsletter Article/Presentation of the Year : Bob Friskney "Fifty Years of Jet Aviation" article

TCAH Member of the Year : Sean Brzozowski



Woodcraft Hobby Store, Minneapolis, MN



(Continued from page 1)  
there was a ½ hour T.V. spot on WCCO Channel 4. The show mainly featured bits about model railroading; however, once in awhile they would delve into the world of plastic models. Regardless, it was great stuff to watch on a weekend, especially on a cold snowy day.



All good things come to an end, and so too with Woodcraft Hobby. First, it was the store in Signal Hills in the late 1970's. The other two stores finally shutting their doors for good in the mid 1990's. The only thing I have from Woodcraft Hobby is a tiny screw driver with their logo on it, which was given to me by a former member. It still comes in

Book Review

## F4U Corsair Units of the Korean War

by Warren Thompson

Review provided by the publisher.

*This is book number 78 in Osprey's "Combat Aircraft" series, which provides comprehensive histories of fighting aircraft and their crews, highlighting their vital role in the development of warfare in the 20th and 21st centuries.*

The definitive account of F4U Corsair Units deployed in the Korean War, this book tells the story of the 26 US Navy Squadrons, most of which were carrier based, and the 6 Marine Corps F4U squadrons that flew combat missions against the North Koreans.

Drawing from a vast repository of personal interviews with F4U pilots, the author paints a harrowing picture of the deadly combat of this often forgotten air war. Included in this volume is the story of Lt Guy Bordelon, the US Navy's sole ace of the Korean War, who flew an F4U-5N night-fighter against the night raiders sent up by the Korean Air force. Backing up the text is a vast number of previously unpublished private photographs that bring the stories of these pilots to life. Finally the book contains extensive appendices that detail every unit deployment by carrier, air group, Corsair model and tail code. Also included is a detailed list noting every Corsair lost in the war, with tail number, pilot, date of loss and the unit.

Now told for the first time, this is the story of the US Navy and Marine Corps F4U squadrons that flew the venerable Corsair in combat against the North Koreans. Although outclassed by the new generation of jet fighters and chiefly used in the close air support role, a number of Corsairs were sent up against the night raiders that North Korea sortied over UN lines after dark, and it was in an F4U-

5N nightfighter that Lt Guy Bordelon became the US Navy's sole ace of the conflict. Including dozens of Corsair pilots' unpublished accounts of the hard-fought air war over Korea, this book also features extensive appendices that list every unit deployment and details of Corsairs lost in the war. The author has also amassed an impressive collection of original and rare photographs for this volume, making it one of the most profusely illustrated in the Combat Aircraft series to date.

## Special Features:

- The F4U Corsair is one of the most popular aircraft with enthusiasts, hobbyists and historians. Includes a number of photographs and first accounts that have never before appeared in print.
- The F4Us in Korea were some of the most colorfully decorated planes in the theater at the time.
- F4Us are featured at the following museums: Indiana Aviation Museum in Valparaiso; Planes of Flame in Chino, CA; Airventure Museum in Oshkosh, WI; and the US Navy museum in Washington, DC.

**Warren Thompson** has been an avid military aviation historian and editor for over 40 years and his personal reference collection includes thousands of photos and detailed interviews with over 2,000 pilots and aircrew members. He has had 25 books published including three books on the Korean War for Osprey. His book Korean War Aces in the Aircraft of the Aces series was a bestseller.

**Mark Styling** has illustrated several books in both the Aircraft of the Aces and Combat Aircraft series. He has produced some of the best profiles Osprey has used to date in Combat Aircraft 18: B-17 Flying Fortress Units of the Eighth Air Force (part 1) and Combat Aircraft 22: Mitsubishi Type 1 Rikko Betty Units of World War 2.

## VIETNAM SCRAPBOOK- an Army Pilot's Combat Tour #6098

By Bob Steinbrunn  
Review by Noel Allard

Squadron Signal has issued another in an open-ended series of Special Category volumes. This edition features the memoirs of a year's combat tour in Vietnam by TCAH's own Bob Steinbrunn.

Bob has laid out his goal to leave a photographic legacy for not only his own children, but to tell what it was really like to fly choppers in a war zone. 212 color pictures in the book were taken by Bob during his tour and his text outlines the varied phases of his combat tour, first with the 7<sup>th</sup> Squadron of the 17<sup>th</sup> Air Cavalry Regiment, flying the Bell Huey UH-1C; then with the Ghostriders of the 52<sup>nd</sup> Combat Aviation Battalion. where he flew the long-cabin UH-1H. Steinbrunn flew medivac missions, re-supply missions, VIP transport and 'lift' missions (bringing troops to forward positions). All through his year of active missions, his chopper was subjected to intense enemy fire and many friends died in their similar mission efforts.

As a friend of Bob's I can speak for all those who know him. His dedication to his fellow beings is foremost throughout his career. He is now with North Memorial Emergency Medical Services (medivac helicopter operations.) For you historians among TCAH members, especially those who know Bob Steinbrunn, the book is not only a look back to a time most of us have forgotten, a really bad time when some of us were warriors under fire – but a peek into Bob's drive and ability to record his experiences when most of his contemporaries were barely able cope with their lives.

Order the book from Squadron/Signal online at: [squadron.com/itemdetails.asp?item=SS6098](http://squadron.com/itemdetails.asp?item=SS6098), or 1-877-414-0434 toll-free \$17.96 introductory offer. 80 pages, 8.5" x 11"

handy!  
Not everything has gone the way of the buffalo. Today, our largest Hobby Store Chain in the metro area is Hub Hobby.



There are two stores, one on the west side in Richfield and one on the east side in Little Canada. We are fortunate enough to have two of our club members employed by the Hub Little Canada Store – Dave Huffmeyer & Kyle Nelson (pictured below).

Like its former counterpart, they have a variety of toys, hobby kits, and tools to satisfy a variety of interests. Recently, I was there with a friend who picked up a kit or two for himself, as well as a jigsaw puzzle for the Mrs. – nothing like placating the power behind the throne! Although they do not have a T.V. Show, they still use mass media via the radio (AM 1500) to advertise as well as provide on-line coupons via the internet.

People keep saying "The Hobby and Hobby Stores are dying." (The sky is falling! The sky is falling!) I've heard that for the past 20 years since returning to the fold, and yet new kits arrive on the shelves. I see stores like Hub

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**OSPREY COMBAT AIRCRAFT • 78**



# F4U CORSAIR UNITS OF THE KOREAN WAR



**Warren Thompson**

## Airline Chatter by Terry Love

Boeing announced that they now have 57 customers for their Boeing 787 Dreamliner. This is a drop of 33 airliners due to cancellations.

United Airlines lost \$80 million due to fuel hedge contracts. Southwest Airlines was great at it, but United Airlines is a little late, and then the fuel prices went down.

Evergreen International had modified a Boeing 747-200 into a super tanker to fight forest fires. It can hold over 20,000 gallons of fire retardant. It can respond at 600 MPH. It is 8 times the drop capacity, and twice the speed of any other air tanker currently fighting fires.

East Star Airlines of China has fallen out of favor with the Chinese government, who owns all of the airlines in China. Therefore, the airline will be liquidated.

Delta Airlines, effective Tuesday, March 29, required all of its employees to wear the new Delta uniforms. 400 former Northwest Airlines ticket counters, gates, and baggage claim areas, were made over to Delta logos, colors, etc. Of the 250 former Northwest Airlines aircraft, 33 have already been painted in the Delta Airlines color scheme. Delta invested about \$500 million in integrating Delta and Northwest together.

Royal Air Maroc purchased new ATR-72-600s to serve their local service areas.

Southwest Airlines shrunk its fleet of Boeing 737s this year, but by 2011, the fleet is scheduled to grow to 541 and 568 by 2012. 13 new Boeing 737-800s will be added this year and 15 will be retired, for a net loss of 2.

Boeing delivered 1212 airliners in the first quarter of 2009.

United States airlines parked 930 airliners in 2008.

Airbus Industries says it will deliver 18 Airbus A-380s double-decker airliners in 2009. To date, Airbus has sold 200 Airbus A-380s to 15 airlines and one private individual. They have delivered 13 Airbus A-380s as of April 1.

Delta Airlines took a huge hit in traffic for March. The combined Delta/Northwest system wide traffic dropped 12.6% from the previous March. Capacity dropped 7.9%, so traffic is falling faster.

Boeing, in response to an "unprecedented" drop in air travel and new airliners, will cut production of the Boeing 777 by 29%.

American Airlines took delivery of their first two Boeing 737-800s of 76 that are on order. This is the first step in replacing the 250 MD-80s that American Airlines has. The Boeing 737-800 burns 35% less fuel than the MD-80.

Federal Express will park 10 Airbus A-300s and 4 Douglas DC-10s. Fed Ex still has 55 Airbus A-300 and 60 Douglas DC-10s in service.

Qantas will sell 10 aircraft and defer deliveries of 16 new aircraft. However, Qantas has not touched their order for the Boeing 787 Dreamliner.

Southwest Airlines is after Delta Airlines! Could be! First Southwest enters the Minneapolis market – the old NWA hub. Now Southwest is beginning service to Boston – the old Delta hub. Southwest will fly to various cities from these hub cities.

Airbus is bringing an Airbus A-380 to Oshkosh this summer for the big aviation show.

American Airlines lost \$375 million in the first quarter of 2009.

Southwest Airlines lost \$91 million in the first quarter of 2009.

Delta Airlines (aka Northwest Airlines) parked Boeing 747-251F, N619US, msn 21321, fleet number 6719, at Marana, Arizona on February 25 with 104,791 hours and 24,641 cycles. There are now only 7 freighters left in the fleet.

Boeing delivered its 6000<sup>th</sup> Boeing 737 model on April 16, 2009 to Norwegian Air Shuttle. Unfilled orders for new Boeing 737s, are more than 2200. Therefore production of the 737 will approach the 9000 mark.

Delta Airlines announced that they will retire all Douglas DC-9-30s and DC-9-40s plus all Boeing 747-200s – passenger and freighters. This means that Delta Airlines will get out of the freight and cargo business. Northwest Airlines had 12 freighters at one time – mainly in the Orient.

Delta Airlines also says that the first 34 Boeing 757s that Northwest utilized will not stay in the fleet.

Delta Airlines is busy painting former Northwest Airlines aircraft. So much so, that they opened up two more paint lines in Victorville, California. This is for Airbus A-319 and A-320 aircraft only.

Boeing received its first order of the year for the 787 Dreamliner. Gulf Air exercised an option for 8 more airliners worth \$1.3 Billion. Boeing has suffered 32 787 Dreamliners cancellations since January 1.



## Kit or Parts Needed

Mike Mishler needs the right fuselage half (part No. 21) from the Revell 1/32 F4E or F4J Phantom kit, Kit ID Numbers H188, H182, or H198. Mike also needs the instructions to the dual kit of the F4 and Mig 21, number H188 (also known as number 4747). If you can help, please call Mike at 763-754-4037.





# P-36 Hawk Aces of World War 2

**Lionel Persyn, Kari Stenman  
and Andrew Thomas**



## Book Review

**P-36 Hawk Aces of World War 2** by Lionel Persyn, Kari Stenman, and Andrew Thomas

*Review provided by the publisher.*

*This is book number 86 in Osprey's "Aircraft of the Aces" series, which provides comprehensive histories of the elite fighter pilots and their aircraft.*

The Curtiss P-36 began its life in the US, where it was considered a revolution in performance design in comparison to other US fighters. Its pilots achieved some of the first American victories of the war and many went on to become aces. One P-36 pilot, Frances Gabreski, became the leading US ace in the European Theatre. Yet by the time of the Japanese attack on Pearl Harbor, the P-40 was increasingly supplanting the P-36, which the US then exported to France under the guise of the Hawk 75. Flown by the French, captured by the Germans, sold to the Finns, transferred to India and Africa, and even incorporated into the RAF, the Hawk 75 saw service in every theatre of operations and in a variety of combat environments.

Entering service with the US Army Air Corps during the late 1930s, the Curtiss P-36 represented a quantum leap in performance compared to previous US fighters, and when re-engineered it formed the basis for the highly successful P-40 series. The P-36 subsequently saw much combat, primarily in its Hawk 75 export form with the French and Finnish in 1939-42. Indeed, 39 French pilots 'made ace' flying the aircraft during the Battle of France, while many other aces claimed at least some part of their totals in the little Curtiss fighter. Ex-French and Norwegian Hawk 75s were also put to good use by the Finnish Air Force in its fight against the Soviet Union, with 15 pilots becoming aces in combat over the barren forests of Karelia,

and possibly as many as 50 more making at least some claims in the Curtiss fighter. The Hawk saw service in every theatre of war, and British and American pilots enjoyed some success with the Mohawk IV and P-36A, respectively, in the early days of the war with Japan.

This book depicts the fascinating life of an aircraft that fought on both sides in the war, including the oft-overlooked Vichy French Air Force, with color artwork and photographs illustrating just how many national P-36 variants there were. First hand accounts recreate many of the conflicts that gave rise to over 60 pilots from several nations becoming aces flying P-36 variants.

## Special Features:

This volume completes Osprey's coverage of the Curtiss Hawk family of fighters in the Aces series.

A fascinating account of the international use of this plane throughout World War 2.

The wide variety of color schemes worn by the P-36 Hawk, as the fighter saw action in numerous theatres, both hot and cold, will appeal to modelers.

No previous volumes exclusively on P-36 Hawk aces have been published

**Lionel Persyn** is one of the new generation of researchers and writers on French military aviation of World War 2. He has already written widely about French aces for several respected French language magazines. He has also recently collaborated on an in depth study of the Curtiss Hawk 75 in French service, a type on which he is regarded as an expert.

**Kari Stenman** is the world's leading authority on the Finnish Air Force during World War 2, and has

written or co-authored many books on the units and aircraft of this most interesting service. He has previously co-authored volumes for Osprey on Finnish Aces in the renowned Aircraft of the Aces series and on their leading fighter unit LeLv 24 for the Aviation Elite series.

**Andrew Thomas** is one of Britain's leading RAF researchers having published numerous articles and books on the subject as well as readily assisting other authors. Having joined the RAF to fly straight from school he has maintained his enthusiastic interest in the history and development of his Service throughout his career. He has previously written seven titles in the renowned Osprey Aircraft of the Aces Series.



*(Continued from page 2)*

Hobby continue to exist, and fans of the hobby continue to congregate there like clockwork on the weekends. As Mark Twain once said, "Rumors of my demise are greatly exaggerated."

