



Monogram 1/72 Bf-110  
by Bob Arko

## Airline Chatter

by Terry Love

Air France/KLM/Delta Airlines have agreed to operate as one airline across the North Atlantic. This is the world's busiest market.

Boeing has delivered the third Boeing KC-767 tanker to Japan.

They are now operational. Italy also has 2 Boeing KC-767 tankers in operation. This aircraft and their systems are now proven.

Airbus now doubts if they will receive 300 orders this year for jet airliners. Last year, orders were over 1,000.

Delta Airlines eliminated 4,000 jobs last year through voluntary retirement packages. This was mostly from the displaced Delta Airlines/Northwest Airlines merger people who did not want to transfer to Atlanta or Minneapolis. Now this year, Delta Airlines is looking for 2,100 more voluntary retirements –

*(Continued on page 2)*

## TCAH Officers

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## TCAH This Month

The monthly meeting will be held Saturday July 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 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.

*(Continued from page 1)*  
mainly from pilots.

Ryan Air posted its first loss in over 20 years. Ryan Airlines lost \$149 million last year.

Air France flight 447 was lost over the Atlantic Ocean on June 1 flying from Rio de Janeiro to Paris. It was an Airbus A-330 with 228 passengers on board. The Airbus A-330-200 was F-GZCP with 18,870 hours on the airframe. It entered service on April 18, 2005. It was powered by General Electric CF-6-80E engines. The pilot had over 11,000 flight hours (1,700 on A-330s) and the first officer had 6,600 flight hours (2,600 on A-330s).

Mesaba Airlines will return to Saab, the lessor of all SAAB-340s to Mesaba, two SAAB-340s per month, starting in September. A total of 10 will be returned. After these 10 are returned, 29 SAAB-340s will remain with Mesaba.

Northwest Airlines pulled Douglas DC-9-30, fleet number 9608, N608NW, msn 47232, and parked it on January 16, 2008. The airframe had 79,272 flight hours and 70,369 cycles. Delta Airlines has sold this aircraft in April of 2009, to an unknown party for an unknown amount. It was stored at Marana Air Park in Arizona.

Delta Airlines bought 3 Douglas MD-90s from Helio Airlines. Ship 1 will become N917DL, fleet number 9217, msn 53553 delivered in November of 1996 as HB-JIA. Delta received it on April 1, 2009. Ship 2 will become N918DL, fleet number 9218, msn 53553, delivered in November of 1996 as HB-JIB. Delta will receive it in October of 2009. Ship 3 will become N919DL, fleet number 9219, msn 53576, delivered in August of 1997 as HB-JIC. Delta will receive the aircraft in November of 2009.

American Airlines ordered 8 more Boeing 737-800s for about

\$600 million. American is in the process of replacing their fleet of MD-80s with the 737-800. They are doing it piece-meal on a one-for-one basis.

Aer Lingus, the Irish airline, has cut their long-haul capacity by 25% due to lighter loads and rising fuel costs.

United Airlines, American Airlines, and Delta Airlines and most major American airlines are going to severely cut capacity this fall after the summer is over.

Delta Airlines is selling off all of the former Northwest Airlines Boeing 727-200s. The first sold was fleet number 5511, N511NW. It was parked at Marana Air Park in Arizona. There are 9 other former NWA Boeing 757-200s parked at Marana.

China Eastern Airlines and Shanghai Airlines are going to merge, but it does not really matter anyway, because all airlines in China are owned by the government.

Qantas Airlines has ordered 24 Airbus A-320s worth about \$1.9 Billion.

Air Asia ordered 10 Airbus A-350s with an option for 5 more. The 10 A-350s cost \$2.4 Billion.

Wizz Air, the low cost airline of Hungary, ordered 50 Airbus A-320s for almost \$4 Billion.

Mitsubishi Corporation of Japan ordered 2 Boeing 737-800s for \$153 million for potential leases.



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# THE IPMS TWIN CITY AERO HISTORIANS ANNUAL MODEL CONTEST



## September 19<sup>th</sup>, 2009 (Saturday)

At the North Aire Banquet Hall  
6831 Highway 65 NE (Central Ave), Fridley, Minnesota  
(2 miles north of intersection of Hwy 65 and I-694)

**This year's theme:**

**Categories:**

Juniors  
Aircraft  
Military Vehicles  
Figures  
Ships  
Automotive  
Sci-Fi  
Real Space  
Dioramas  
Miscellaneous  
(complete list available online)



**Special Category Awards:**

Best Competition Car  
Most Unique Model  
Best National Guard  
Best Figure  
Best Polish Subject  
Best F-4 Phantom  
Best Captured Aircraft in  
German Markings  
Best Vac-form or Resin Kit  
Best Smaller Nationality  
Military Subject

Models that show a subject at a specific time. The model does not need to be in a diorama. But the date must be described on the registration form. All models will be part of their regular contest categories, so they will be both eligible for regular and theme awards.

Registration: **9:00 am - 12:30 pm**  
Awards Presentation: **3:00 pm - 4:00 pm**  
Entry fee: **\$10** (unlimited models)

**Vendor Room will be open from 9:00 am until the end of the show.**

**For additional information about hotels, vendor accommodations, etc., please contact:**

**NordicCon Chair:**

Bob Maderich  
612-378-2687  
robmaderich69@yahoo.com

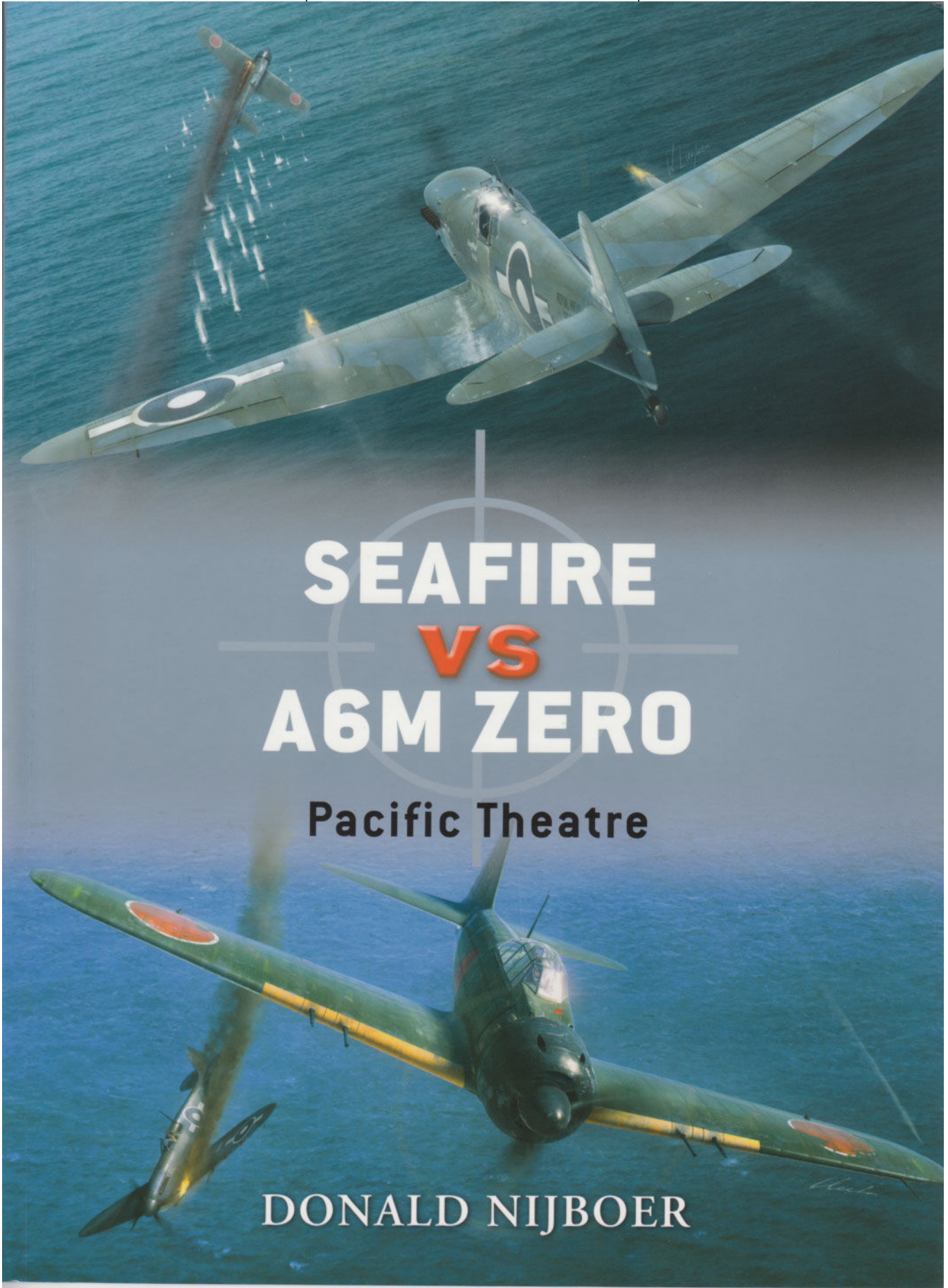
**Registration:**

Larry Donovan  
(651) 501-4755  
tang1win2@usfamily.net

**Vendors:**

Sean Brzozowski  
(763) 670-8633  
spitfire.mk5b@gmail.com

For more information go to [www.aerohistorians.org](http://www.aerohistorians.org)



**SEAFIRE**  
**VS**  
**A6M ZERO**

**Pacific Theatre**

**DONALD NIJBOER**

Book Review

**Seafire vs A6M Zero  
Pacific Theatre**  
by Donald Nijboer

Review provided by the publisher.

*This is book number 16 in Osprey's "Duel" series, which provides accounts of machines of war pitted against each other and the combatants who operated them. Step onto the battlefield and immerse yourself in the experience of real historic combat.*

Products of vastly different design philosophies, the Seafire F III and the A6M Zero were never intended to meet in combat, and never should have. Yet the harsh necessities of war intervened and these two planes were pitted against each other in the last dogfight of World War II, high above the Japanese home lands. The Zero, with its clean design, low weight and high lift, was extremely nimble at low speeds and ideally suited to the job it was intended to do. In contrast, the Spitfire was not designed as a shipboard fighter; it was a short-range interceptor, intended for operations from established airfields and supported by a well stocked infrastructure of spares and qualified maintenance personal. With a different twist on the Duel concept, this book examines these two iconic fighters and their two very different histories; one was 'adapted' for a role it was never intended to carry out, the other was purpose built and proved to be one of the finest fighters of World War II. Using fantastic artwork and intimate first-hand accounts, the author discusses the decline of the Japanese Naval Air Force and its principal fighter, the Zero, in contrast to the British Seafire, as it overcame its critics to become the best pure carrier interceptor of the war and emerge victorious in the last aerial duel of World War II.

**Special Features:**

- The Spitfire/Seafire and Mitsubishi Zero are two of the most recognized and iconic fighters of World War II.
- Volumes have been written about these two aircraft, but very little about the fighting capabilities of both aircraft when matched in combat. This unique perspective is a growing niche for aviation enthusiasts around the world.
- The story of the Spitfire/Seafire and Mitsubishi Zero has been told many times over - it is time to tell the stories that were missed, and these include combat between the two types in the Pacific.

• **Donald Nijboer** is a freelance writer who lives in Toronto, Canada. He teaches courses in radio broadcasting at Humber College of Technology and Advanced Learning. His four books, *Cockpit: An Illustrated History of World War II Aircraft Interiors*, *Gunner: An Illustrated History of World War II Aircraft Turrets and Gun Positions*, *Cockpits of the Cold War* and *Graphic War - The Secret Aviation Drawings and Illustrations of World War Two* have been published by the Boston Mills Press. He has also written articles for *Flight Journal*, *Aviation History* and *Aeroplane Monthly*. This is his first book for Osprey.



**AIRLINER FLEET OF DELTA/  
NORTHWEST AIRLINES AS OF  
MARCH 31, 2009**  
by Terry Love

Boeing 737-700	7
Boeing 737-800	71
Boeing 747-400	16
Boeing 747 freighters	7
Boeing 757-200	157
Boeing 757-200ER	17
Boeing 757-300	16
Boeing 767-300	18
Boeing 767-300ER	57
Boeing 767 400ER	21
Boeing 777-200ER	8
Boeing 777-200LR	5
Airbus A-319	57
Airbus A-320	69
Airbus A-330-200	11
Airbus A-330-300	21
Douglas MD-88	117
Douglas MD-90	16
Douglas DC-9	66
CRJ-100	73
CRJ-200	31
CJR-700	13
CRJ-900	54
Embraer 175	36
SAAB 340	49
<b>TOTAL</b>	<b>1015</b>

(Continued on page 7)

Aviation Elite Units 

OSPREY  
PUBLISHING

# 479th Fighter Group

'Riddle's Raiders'



John Stanaway

Book Review

**479<sup>th</sup> Fighter Group  
'Riddle's Raiders'**  
by John Stanaway

Review provided by the Publisher.

*This is book number 32 in Osprey's "Aviation Elite Unit" series, which provides combat histories of the world's most renowned fighter and bomber units.*

Despite its late formation in October 1943, the 479th FG claimed an impressive history against the Luftwaffe during the final year of the war. Although the group's P-38s were unsuitable for high-altitude combat, the 479th's pilots had a fierce pride of arms. Such fighting spirit earned them a Presidential Distinguished Unit Citation in the late summer of 1944 following their destruction of hundreds of German aircraft in the air and on the ground. The 479th was also unique in being credited with the USAAF's first German jet kill in July 1944.

Eventually transitioning to the P-51 D in September 1944, the 479th excelled with the Mustang. Its pilots claimed more than 200 aerial and strafing victories during a period when a diminishing enemy presence made targets hard to find. Remaining in the thick of the action until the very end of the war in Europe. The 479th FG was credited with scoring the last aerial victory claimed by the Eighth Air Force's VIII Fighter Command, on April 25, 1945.

**John Stanaway** has written two best-selling volumes in the Aces series both covering the exploits of the greatest Pacific fighter of them all, the P-38 Lightning. He is also an official historian of the National P-38 Pilots' Association.

Based in Mansfield, Nottinghamshire, **Chris Davey** has illustrated more than 20 titles for Osprey's Aircraft of the Aces, Combat Aircraft and Aviation Elite Units series since 1994. He is one of the last traditional airbrush artists in the business and has become Osprey's artist of choice for both USAAF fighters and RAF subject matter, proving his undoubted skill when dealing with large aircraft subjects such as the Halifax and Sunderland.



(Continued from page 5)

Notes-

1 – Excludes all grounded and parked aircraft, including one Boeing 757-200, one Douglas DC-9, one CRJ-100, and three Boeing 747 freighters, which were grounded in the first quarter of 2009.

2 – Excludes 154 CRJ-200s, 12 CRJ-700s, and eight CRJ-900 aircraft, which are operated by third party contract carriers.

3 – Delta sold 10 Boeing 757-200s and one Douglas DC-9 aircraft during the first quarter of 2009.

4 – Delta accepted delivery of six CRJ-900s, three Boeing 777-200LRs, and two Boeing 737-700s. All six of the CRJ-900s are being operated by a third party contract carrier.

5 – Average age of the entire fleet is 13.1 years.

6 – Of the total of 1015 aircraft, 681 are owned by Delta Airlines and 334 are leased aircraft.

7 – All of the following aircraft are owned by Delta Airlines -  
Boeing 737-700  
Boeing 737-800  
Boeing 757-300  
Boeing 767-400ER  
Boeing 777-200ER  
Airbus A-330-200  
Airbus A-330-300  
Douglas MD-90  
Douglas DC-9  
CRJ-700  
CRJ-900  
Embraer 175

8 – All of the following aircraft are leased by Delta Airlines-  
Boeing 757-200ER  
SAAB 340



American Aviation Historical Society

Since TCAH is also a chapter of the American Aviation Historical Society [AAHS], I'd like to remind everyone that most of the AAHS website [www.aahs-online.org](http://www.aahs-online.org) is available even to people who are not paid members. Check out the quarterly newsletter. There is always a well-illustrated article or two as well as good book reviews. The website also lists the table of contents for the most recent quarterly issue of the AAHS Journal.

Axel Kornfuehrer, AAHS contact for TCAH.



## 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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