

# The Aero Historian



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December 2010



**1/48 Scale ICM P-51A Mustang "Carol's Daddy"**  
*by Mark Rossmann*

## **1st Air Commando Group P-51A**

*By Mark L. Rossmann*

History: During the Quadrant Conference in Quebec Canada, August 14-24, 1943, Col. Orde Wingate proposed that his Long Range Penetration (LRP later coined as Chindit's by the news media) concept be expanded to include eight brigades, four for combat operations and four

brigades in direct relief. President Roosevelt approved this idea and agreed to supply aircraft for support of these LRP units. The initial request by Wingate was for one bomber squadron per LRP unit for close air support and a light aircraft force for each LRP unit to help evacuate the injured and sixteen (16) C-47's. Fighter aircraft would also be needed to protect these LRP forces and

transport aircraft from marauding Japanese fighters. General Hap Arnold saw this as the chance to regain the initiative in the CBI Theater and became determined to build a new Air Group that would be wholly dedicated to the support of Wingate Chindit's.

In August 1943 Supreme Allied Commander of SEAC, Lord Louis Mountbatten, met with

*(Continued on page 5)*

## TCAH Officers

**President**, Larry Donovan

**Vice-President**, Merrill Anderson

**Secretary**, Mark Jacques

**Treasurer**, Dave Hueffmeier

**Historian**, Tom Norrbohm

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## 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.



## From the Prez

*by Larry Donovan*

Happy holidays and welcome to December's edition of the newsletter! I hope everyone had a fantastic Thanksgiving weekend with family and friends and hope the rest of your holiday season is joyous and fun.

Despite, as the song goes, "the weather outside was frightful" 36 brave (or is it daring?) members and guests were in attendance for the November meeting. Due to a lack of a quorum of members, we were not able to vote on the club's officers for 2011. As outlined in the proposed club calendar, later in this newsletter, we will have this vote during the December meeting. This will also provide an opportunity for any additional nominations for club officers. Additionally we will take nominations for a Nordic Con 2011 chairman; this is important as we must begin the planning process now for this event. The wonderful thing about the November meeting was that the club welcomed two new members to our august body!

Another high point of the November meeting was the ability to conduct the annual auction, albeit on a somewhat smaller scale than in years past. Despite the lower attendance the club raised more the \$750 from the wide selection of kits, books, and accessories on offer. Thanks are due to Merrill for his auctioning talents, and for keeping a certain auctioneer's lame commentaries on kit provenance to a minimum. Thanks are also due to those whose donations made the event possible. Finally a big thank you

*(Continued on page 3)*

## Secretary's Notes

*by Mark Jacques*

The meeting was called to order at 1:30PM on account of the auction.

**Guests/Visitors:** One new member (Ron Mickus) and several guests from RPM-Mpls.

**Vendor update:** Nothing to report this month due to the auction, the wonderful winter weather, etc. Check [www.RollModels.com](http://www.RollModels.com) for the latest offerings from Roll Models, [www.drawdecals.com](http://www.drawdecals.com) for the latest offerings from Greg Drawbaugh, [www.wingsntreads.com](http://www.wingsntreads.com) for the latest from Winston, and [www.schifferbooks.com](http://www.schifferbooks.com) for Schiffer Publishing's offerings available through Axel.

No "On the Table" due to the auction.

The following themes, their schedule and their sponsors and other up-coming club activities are as follows:

- December 2010 – no show table – the 2010 Annual "Robert Maderich II Invitational" Club Contest,
- January 2011 - "Mustang Round-up" – Dave Hueffmeier,
- February 2011 - Color Table "Red" – Greg Drawbaugh, The meeting date will be changed to February 19th; to avoid conflicting with "Hope it Don't Snow" show in Rochester. 2010 Annual Club Awards nominations.
- March 2011 – Club Auction part Deux, nominations for the 2010 Club Awards,
- April 2011 – no show table topic selected, the 2011 annual Club Awards presentation and feast,
- May 2011 - "Hawks" -

*(Continued on page 4)*

**Airline Chatter**

by Terry Love

Northwest Airlines ordered 18 Boeing 787 Dreamliners four years ago. Then Delta Airlines and Northwest Airlines merged. Delta Airlines really does not want the 787 Dreamliner. Delta buys lots of Boeing airliners. So a deal was made. Delta will take the 18 Boeing 787 Dreamliners but not until 2020 at the earliest.

Air Tran Airlines earned \$36.2 million in the second quarter of 2010.

LAN, the airline of Chile, earned \$106.2 million in the second quarter of 2010.

Fuji Dream Airlines (That is their actual name!) ordered 5 Embraer 175s with 84 seats. Fuji Dream is a small airline in Japan.

Air Arabia took delivery of its first of 44 Airbus A-320s for the start up airline to begin service.

Boeing predicts that air cargo will triple by 2009. That means a lot of long range aircraft (Boeing 747-400s, Airbus A-330s, Boeing 777s, etc.) will be converted to freighters.

Qantas grounded all 6 of their Airbus A-380s after one of them lost an engine cowling and an engine in flight. Qantas has never had a fatal accident in their 80 year existence.

Singapore Airlines also grounded its entire fleet of 5 Airbus A-380s until they find the cause of the Qantas incident.

Boeing announced that they received an order from BOC Aviation, a leasing company, for 8 Boeing 777s worth \$2.7 Billion.

Skymark Airlines of Japan,

ordered 6 Airbus A-380s. Deliveries begin in 2015.

Saudi Arabian Airlines placed an order with Boeing for 12 Boeing 777-300ERs for \$3.3 Billion. Saudi also ordered 8 Boeing 787 Dreamliners.

Gulfstream International Airlines filed for bankruptcy. They have 23 Beechcraft 1900 aircraft. They fly in Florida and the Bahamas.

Spice Jet, the Indian low coast airline, ordered 30 Boeing 737-800s for \$2.3 Billion.

U S Air is planning to add 500 flight attendants and pilots, mainly through recall of laid-off workers.

United Airlines and Continental Airlines have merged, effective October 1. The new United Airlines should have an annual revenue around \$30 Billion, flying 14 million passengers to 370 destinations in 59 countries.

Hubs for United were San Francisco, Los Angeles, Denver, Chicago, Washington Dulles, and Tokyo. Hubs for Continental were Houston, Cleveland, Newark, and Guam. 2 or 3 of these hubs will have to go. Continental has an all Boeing fleet of 737s, 757s, 767s, and 777s. United has the same fleet, in addition to some Airbus A-320s. Both airlines have ordered the new Boeing 787 Dreamliner, however United has ordered some Airbus A-350s also. The new United Airlines will have about 87,000 employees, and be headquartered in Chicago. The surviving name will be United Airlines, and the surviving color scheme will be that of Continental Airlines.

Boeing sold a 777-200ER to a private individual in Jeddah, Saudi Arabia. With the custom

interior, the price was a little over \$300 million.

LAN, the airline of Chile, ordered one Boeing 777.

Boeing delivered its 900th 777 model to Ethiopian Airlines It was the 777-200ER version. Boeing has a total of 1165 on order for its 777 series from 61 different customers. Of course, that means that Boeing has 265 on order.

Trans Asia Airways of Taiwan, ordered 2 Airbus A-330s and six Airbus A-321s. Presently, Trans Asia has 7 Airbus A-321s.

Airbus has orders for 1,100 Airbus A-330s, of which over 700 have been delivered to more than 80 customers. Airbus A-320s have sold more than 6,700 in the series, with more than 4,400 being delivered to 310 customers.



*(Continued from page 2)*

to those who braved the weather gods and bid on the merchandise.

Several proposals made from club members, at the meeting, at the Richfield Hub, as well as the club's Yahoo forum are deserving of club attention and discussion. In order of presentation (to me at least):

1. Moving the auction to spring, with March being proposed as the likely meeting. The presenters' made a point that November's weather is, as we have seen, somewhat dicey at best. Further, the auction in March is conveniently located at a midpoint of the year, 6 months after the past Nordic Con and 6

*(Continued on page 7)*

## Upcoming Model Events

by Mark Jacques

**12 February 2011 - 2011 "Hope It Don't Snow Show"** – IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16<sup>th</sup> St. SW, Rochester, MN, contact George Romano at 507-281-4175 or romano@infonet.isl.net or visit the club website at [www.royalresin.net/ZumbroValleyScaleModelers.html](http://www.royalresin.net/ZumbroValleyScaleModelers.html)

**5 March 2011 – The Cabin Fever Classic** – Red River Scale Modelers @ West Acres Regional Shopping Center, 3902 13<sup>th</sup> Avenue, Fargo, ND, contact Tom Kavanaugh at (701) 241-9568 or Kavanaugh@cableone.net or visit the club website at <http://ipmsrrsm.webs.com>

**26 March 2011 – 7<sup>th</sup> Annual Model Show and Contest** – IPMS/South Central Modelers @ Five Lakes Center, 308 South State Street, Fairmont, MN. 9:00am to 4:00pm, Registration 'till Noon; Entry Fee: \$1.00 per model. Categories: Aircraft, Automotive, Dioramas, Figures, Military Vehicles, Ships, Space, Sci-Fi, Miscellaneous, and Juniors. Website: [http://public.fotki.com/73superduty/south\\_central\\_model/](http://public.fotki.com/73superduty/south_central_model/) contacts: Dave Morrow @ 507-345-4370 / dalurch@charter.net or Gregory Pausewang @ 507-526-3531 / 57chevy1957@bevcomm.net

**21 May 2011 – Boots and Treads II** – Minnesota Military Figure Society/AMPS @ Fleming Field Municipal Airport Terminal Building, 17345 Henry Street, South Saint Paul, MN. Registration begins @ 9:00am; Admission opens @ 10:00 am. <http://mmfs.wetpaint.com>

**3 – 6 August 2011 – IPMS/**

**USA National Convention: "Omaha by the Sea"** – IPMS/USA @ La Vista Convention Center, Omaha, NE contact: [www.ipmsusa2011.org](http://www.ipmsusa2011.org) or email [omahabythesea@cox.net](mailto:omahabythesea@cox.net)

**24 September 2010 – Nordicon 2010 - "Theme to be Announced"** – Twin Cities Aero Historians @ Knight of Columbus Hall, Fridley, MN. [www.aerohistorians.org](http://www.aerohistorians.org)



*(Continued from page 2)*  
Dave Hueffmeier.

**Old business:** No old business was raised. For those who did not see the recent article in the Saint Paul Pioneer Press, the City of South Saint Paul has made some budgetary changes that affect the SSP Airport/Fleming Field operations staff. Assurances have been made that the scheduled use of the meeting space will remain unaffected for 2011.

**New business:** Because the 2011 "Hope It Don't Snow" show in Rochester conflicts with our February 2011 meeting on 12 February 2011, the February meeting date is changed to 19 February 2011.

Election will be post-phoned until next month due to the weather related low turn-out. Initial candidates for club officers (President, Vice-President, Secretary, Treasurer and Sergeant At Arms) for the December elections are:

President: Larry Donovan,  
Vice President: Merrill Anderson,  
Treasurer: Dave Hueffmeier,  
Secretary: Mark Jacques  
Sergeant At Arms: Jeff Kurth.

Because of the wonderful weather we survived, our fearless leader has proposed the TCAH Club Auction "Part Deux" to be held in March 2011.

The current \$10 fee for regular members and \$5 for Junior and Senior members is being continued as the motion was made last month.

Following the business, the fun began – on with the annual club auction! The auction, considering the lower than normal turn-out was successful – nothing was left unclaimed. As usual, several quality kits (I think I did pretty well for the 1 item I scored) went for bid, along with several, shall we say unique challenges went as well, along with a wide range of kits, accessories, books, videos, even a Hub Hobby ball cap!

The Annual "Robert Maderich II Invitational" Club Contest open to club members for any kit completed in 2010. Prize levels are: \$15 – 1<sup>st</sup> Place in each category, \$10 – 2<sup>nd</sup> Place in each category and \$5 – 3<sup>rd</sup> Place in each category. The categories are:

- 1 - Aircraft WWI and biplanes (all scales),
- 2 - Aircraft 1/72 Prop,
- 3 - Aircraft 1/48 Prop,
- 4 - Aircraft 1/32,
- 5 - Aircraft Jet (all scales),
- 6 - Armor (all scales),
- 7 - Ships (all scales),
- 8 - Automotive (all scales),
- 9 - Sci-fi,
- 10 – Juniors. Bernie is asking for help with this, please email him if you can help out.

Bob Friskney will present "Fun at FedEx/Kinkos" in January 2011.

No other new business was brought up.





*(Continued from page 1)*

General Arnold to discuss plans for American support for these British Chindit expeditions into Burma. The new unit changed names five times as it evolved, from Project 9 to Project CA 281, then to 5318<sup>th</sup> Provisional Unit (Air), then to Number 1 Air Commando Force and finally 1<sup>st</sup> Air Commando Group. The phrase 'Air Commando' was allegedly coined by General Arnold to honor Lord Mountbatten who earlier had commanded British Commandos.

Two individuals were considered for command of the group, first was Lt. Col. Philip G. Cochran, who was a very confident, aggressive and imaginative officer who had an excellent war record as a fighter pilot in North Africa. (He was also the model for the character of Flip Corkin in Milton Caniff's 'Terry and the Pirates comic strip). The second was Lt. Col. John R Alsion, an 'Ace' who had flown with Major General Claire L. Chennault's 23<sup>rd</sup> Fighter Group. After the selection and interview with both men by General Arnold, it is said the General Arnold ended the session with these words, 'To hell with paperwork, go out and fight'.

The two new commanders were given complete freedom to gather men and materials. Thirteen (13) C-47's were acquired along with one hundred (100) CG-4A Waco Gliders for transport operations. Twenty-five (25) TG-5 training gliders were acquired for glider transport use into remote areas. A dozen (12) Noorduyn C-64 Norseman airplanes were acquired, these to serve in a capacity between that of the C-47 and the gliders and the planned light aircraft which would

be used to evacuate the sick and wounded. For light aircraft, one hundred (100) Vultee L-1 aircraft were chosen due to their ability to carry 2-3 stretchers. It soon became apparent that this number of L-1's was not available, so the balance of the light aircraft became the Stinson L-5 Sentinel. The L-5, although faster than the L-, it could only carry one stretcher and required a longer take-off area. Last but not least, Lt. Col. Alison convinced the higher ups at Wright Field to send a Technical Representative to India to put to the test, the new Sikorsky helicopter, the YR-4, under actual combat conditions. The fighter requirement was covered when thirty (30) North American P-51A Mustangs were acquired.

bombers provided close air support for Wingate's columns. A Royal Air Force officer on the ground would pin-point targets by using mortar smoke to direct the Air Commando aircraft to their prey. On other occasions light planes based behind enemy lines dropped down to tree-top level to mark targets with smoke bombs. On April 4, P-51s armed with rockets attacked a concentration of Japanese aircraft at a northern Burma base. Caught by surprise, P-51s destroyed 26 Japanese aircraft along with two probables and eight damaged in this seven-minute attack; whereas a single P-51 took only a bullet to the wing. Col. Cochran also used a trick he had developed in North Africa, by equipping his Mustang



Although Lt. Cols. Philip Cochran and John Allison's men were Air Commandos from the beginning, the 1st ACG was officially constituted on March 25, 1944, and activated on March 29, 1944. The 1st ACG continued to support British forces in Burma through April in an impressive manner. The P-51 fighter assault element and B-25

with a weight on the end of a cable, zooming in low over Japanese telephone lines and ripping them out with the dangling cable. The small force of USAAF P-51/P51A Mustangs was rapidly depleted in combat and stateside training accidents. The Air Commandos had received the P-51A out of necessity and its rugged Allison engine proved to be well-

*(Continued on page 6)*

(Continued from page 5)

suitied to the Air Commandos' primitive operating environment.

The 1st Air Commando Group inactivated after World War II on Nov. 3, 1945. It appeared that the group was doomed to remain a non-entity, especially after the Air Force

I chose to build; "Carols Daddy" #18 from Broadway Strip Burma – 1943 and Col Cochran's Mustang from Hailakanda India in 1943. The B-25H shown is the first 1/48 Monogram B-25 kit. I picked up SuperScale #48-992 and built "Barbie III" piloted by Capt. R.T. Smith, flying out of Hailakanda, India.

stripes, I would recommend putting some sort of white backing first over the stripes. You will notice on Cochran's plane the stripes slightly bled through of the insignia.

I am curious of the dates on the decal sheet as they reference planes from 1943 and it is noted that the 1<sup>st</sup> ACG was constituted in March of 1944 and used the Broadway strip in April of 1944. But I will leave that to the reference contributors of the decal sheet.

Paint: I used Tamiya Olive Drab spray AS-6, AS-7 USAAF Gray and Testors Silver for the prop nose on Cochran's Plane. Used Testors Olive Drab Spray, Tamiya AS-7 USAAF Gray and Testors Silver for the prop nose on "Carol's Daddy".

References:

1. Squadron/Signal Publications #34
2. Osprey Aircraft of the aces #26 – Mustang and Thunderbolt Aces of the Pacific and CBI
3. SuperScale decal sheet 48-1089.
4. Air Classics – Air Commando Mustang 2006 by Michael O'Leary
5. www.comcar.org
6. Hulbert Field - Master Sgt. Jeff Michalke 16th SOW History Office: <http://www2.hurlburt.af.mil/news/story.asp?storyID=123031979>



disbanded the organization on Oct. 8, 1948. However, events in Asia during the 1960s revived the need for the type of air warfare developed by the 1st ACG during World War II.

Models: These are ICM P-51A models which build up into nice versions of the early Mustang. I have built the Accurate Miniature versions also, and would say the ICM detail is comparable. The only thing is the lack of locator pins to match the fuselage halves and tabs for the flaps, but over all the kit is not bad and is about the only 1/48<sup>th</sup> Mustang "A" kit available in this scale. You can find a smattering of the Accurate Miniature kits in hobby shops or at model shows at times.

Decals: I used SuperScale #48-1089 P-51A Mustangs of the First Air Commando Grp. The sheet comes with three aircraft options and two sets of stripes, one set is for "Carolyn's Daddy", the other set you need to decide between Cochran's plane or "Mrs. Virginia". A note before you apply the US insignia across the



*(Continued from page 3)*

months before the next one. One of the cons would be losing a traditional date in the club calendar that we all look forward.

2. From the Yahoo groups sprang an idea from Frank Cuden about a club calendar that would feature models built by the membership. This would be published around November/December 2011. I really think this a neat idea. Ed Kueppers, a member who has since Gone West, used to bring his insurance agency's annual calendars to the January meetings, I was fortunate in that I received the 2001 edition and it is still proudly hanging in my workshop. Details still need to be worked out, including whether club members support the project. We also need a "point" person who would be willing to take this on. It will be one of the discussion points at the December meeting.

3. Along this time of year, many clubs sponsor a holiday gift exchange and several members have expressed that we do the same. If the club decides to go

with moving the auction to March, we would have the November meeting to do this project. The basic idea would be to have each member, selected by drawing numbers, pick a wrapped kit. "Presents" could then be bartered among members, but since they would be wrapped there is an element of surprise involved. The gift exchange would be limited to kits and/or books of any genre. They should be in good condition and not seen as a way to get rid of that half-finished model you have long given up upon, nor that Rareplanes vacuform you have been wanting to ditch since the seventies. Again, this idea needs to be fleshed out and will need a "Point Person" to step up and organize it.

Now that I have had my rambling about, I would like to propose a club calendar of activities the next five months:

December 2010: Annual club model contest (open to any kit finished or built in 2010. Club elections.

January 2011: Seminar by Bob Friskney. Finalize Nordic Con chairman.

February 2011: Please note date change to February 19th, to avoid conflict with the Zumbro Valley Hope it Don't Snow Show. Finalize club calendar idea, permanent move of auction and point person for each.

March 2011 : Club Auction Part Two- for those who missed the November auction due to weather. This is no way represents a permanent change, just an additional auction due to the "storms of November (2010). Nominations for Club awards.

April 2011 : Annual Club Awards and lunch.

As you can see, it is a fun and action packed next five months...and does not even include the theme tables, more of which our esteemed Secretary will discuss. Once again my warmest holiday wishes to you all and see you at the December meeting!





## 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 1-494, 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

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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 Larry Donovan at 651-501-4755.

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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