

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

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 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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DRAW DECALS

The Aero Historian



Volume 44 Number 3

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March 2010



1/48 Revell F-84E and Tamiya F-84G
by Mark Rossmann

Korea Thunder-F84 Thunderjet by "Mark L. Rossmann"

One of the most important combat aircraft to see action in Korea was the straight winged F84 E/G. It's Republic design dating back to the rugged P-47 Thunderbolt of WWII. Most of its wartime missions were in the bomber role, even though initially it was tasked to escort B-29's, but as with all aircraft except the Sabre, it could not stand up to the Mig-15. Although in the end, 10 Mig's fell to the Thunderjets

The F-84 replaced both the F-51 and F-80 as the premier Air Force ground attack aircraft of the war. Most Thunderjets were of the "E" variant, however because of the weak clear canopy, a switch over to the "ribbed" canopy was made so it would not shatter, thus "E" types were misidentified as a "G" type that was originally equipped with the "ribbed" canopies. The "E" was also slightly longer than the "G" aft of the cockpit to the tail.

Also another distinction was the first air refueling of combat

loaded fighters on 29 May 1951 when 12 "E" types refueled from a KB-29 tanker of the 91st ARS. Thunderjet units consisted of the 27th FEW, 49th FBG, 58th FBW, 116th FBW, 136th FBG and the 474th FBG. Typical targets were rail cuts, buildings, Vehicles, bridges, tunnels, locomotives, rail cars, tanks, highway cuts, artillery pieces and troops. The F-84E and G flew 86,400 sorties delivering 55,897 tons of bombs losing 122 Thunderjets to ground fire.

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TCAH Officers

President, Larry Donovan

Vice-President, Merrill Anderson

Secretary, Mark Jacques

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
 651-481-8887
 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 March 13, 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

This will be a "shorter" sermon than usual as we just got together a few weeks ago. Boy does February just fly by or what? (Well "duh" Larry, it **only** lasts twenty-eight days!). First off, we are tweaking the club calendar the next three months, so the following are the revisions:

1. March-final nominations for the annual Twin City Aero Historians awards for 2009. We **will** do the voting for these awards at this meeting. Plus any new and old business. So far, nothing new here.
2. April- this is where it gets somewhat different. There are **three** contests in the area on our normal meeting date: Plastic on the Prairie in Fargo; Mad City in Madison; and the Plastic Surgeons fete in Des Moines. Normally this would be the Club lunch and awards meeting. But due to three contests in the immediate vicinity we are pushing this back to May. Club members already going to one of these shows will not miss anything. Members who were considering going but felt uncomfortable missing the awards for the Club's best of for 2009 (and the lunch) can now feel guilt free by going. I say let's all bring a kit or two to work on after show table and have a short business meeting. Sort of an official Club Paint-In. Maybe one of those Easy-Kits for Bernie's June challenge.
3. May- Annual Club Awards and Lunch. Due to its tremendous popularity we are going ahead with Jimmy John's ("Crazy fast"). The highest note of this popularity was that, after last years lunch and Awards meeting there were very few

"leftovers" to pick-up after.

For the second month running, we have had great participation for the show table. And special thanks to Frank Cuden for coming up with the idea of the medal winners at Rochester to bring their models! We have "kinda" forgot, over the past year, about our periodic "theme" showtables. Only one modeler brought in a "theme" kit for the February meeting (it was to be "Black Cats"- night intruders, bombers, fighters; anything with an all (or mostly) black camo. Elsewhere in the Newsletter, Mark Jacques will "remind" us of future show table themes that we decided upon in 2009. Also there has been a great source of modeling tips on the groups page. Let's think of a way to spread these ideas and suggestions to all, especially those who, for very valid reasons, do not have access to the 'net. Maybe a compendium, once per year, in the newsletter? A tips section to compile these in the monthly newsletter? What do you think?

Secretary's Notes
 by Mark Jacques

The meeting was called to order at 1:30PM. Welcome to Chad Thurman, our newest member, hopefully he can be convinced to introduce himself to the general membership next month.

Vendor update: John Roll, Winston and Axel gave us updates on their wares.

Bernie K. walked us through the extensive display of workmanship "On the Table"; much of it from last weekend's "Hope It
 (Continued on page 4)

Treasurer's Notes
 by Dave Hueffmeier

Gentlemen: Dues are due! It is now March, and we are still awaiting the payment of annual dues from over thirty TCAH members! Please pay them at the March 13 meeting, or mail them to my attention at the address shown on the roster. Regu-

lar dues, as decided at the October 2009 meeting, remain \$10.00 per annum; Junior (under 18 years) and Senior (65+ years) dues are \$5.00.

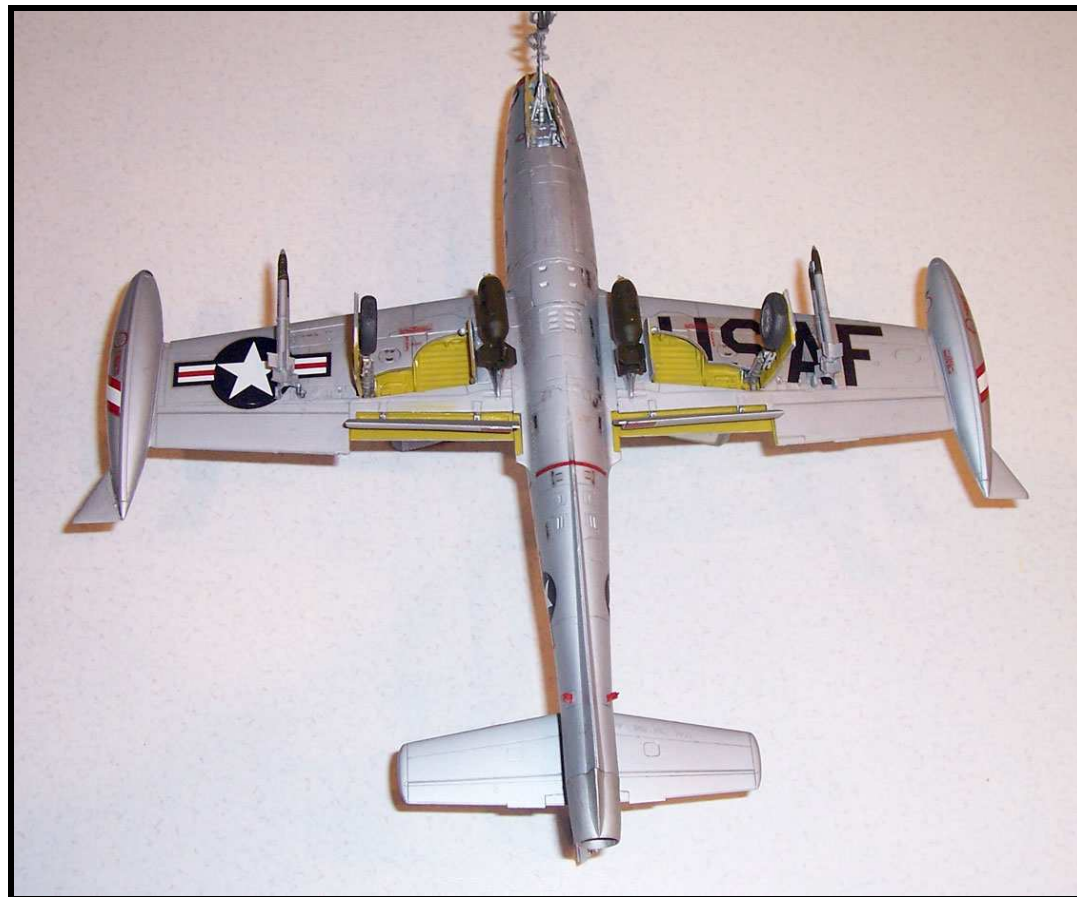
I would like to repeat the offer I made at the February meeting: Every month, I e-mail the club officers a monthly Treasurer's Report, detailing the beginning balance, deposits and ex-

penses, and the end balance. If any members would like to receive this monthly report, please let me know in person or by sending me a message at "strider55106@yahoo.com". (I normally bring five or six hard copies to the meeting, as well.)



On The Table—February 2010			
Modeler	Kit	Manufacturer	Scale
Merrill Anderson	Fokker Dr I	Eduard	1:48
Merrill Anderson	Albatross C III	Aurora	1:48
Steve Jantscher	Ersatz M-10 / Panther	DML	1:35
Steve Erickson	V-2	Pegasus	1:48
Jim Kloek	F4D Skyray	Tamiya	1:72
Larry Donovan	P-51-B Ding-Hao	Sweet	1:144
Larry Donovan	P-51-B Gentile's	Sweet	1:144
Steve Macey	Spitfire Mk II	Revell/Germany	1:32
Steve Macey	A4C Skyhawk	Hobbycraft	1:48
Bernie Kugel	UH-1D Huey Slick	Italeri	1:48
Bernie Kugel	F-101 Voodoo, MN ANG	Monogram	1:48
Dennis Strand	B-26C Marauder	Monogram	1:48
Dennis Strand	Hawker Tempest Mk V	Eduard	1:48
Dennis Strand	Me 262-B – monthly theme a/c	Dragon	1:48
Mark Rossman	B-25 D with "Dragons & Tigers & girls...oh my!" decals	Accurate Miniatures	1:48
Sean Brzozowski	A-10 "Peanut"	Hobby Boss	1:48
Sean Brzozowski	Marder III M	Tamiya	1:48
Winston Vermilyea	Spitfire Mk IX	Tamiya	1:32
Winston Vermilyea	EE Lightning	Eduard	1:48
John Ross #2	Snowspeeder	Finemolds	1:48

F-84 by Mark Rossmann



Airline Chatter
by Terry Love

Airbus delivered its 6000th airliner, and the 25th Airbus A-380 on February 1, 2010. Airbus delivery milestones are as follows:

- 1st delivery- 1974
- 1000th - 1993
- 2000th - 1999
- 3000th - 2002
- 4000th - 2005
- 5000th - 2007

Aeroflot, the Russian airline, is phasing out all Russian built airliners. The old jets like Tupolev Tu-134, and Tu-154 are relics that have not changed since they were built in the 1960s.

Airbus delivered its first all-Chinese built Airbus A-320 to Sichwan Airlines.

JAL, Japan Air Lines, filed for bankruptcy on January 20. They owe more than \$25 Billion. They plan to cut at least 15,000 jobs, drop un-profitable routes including 14 international destinations, and 17 domestic routes, and other actions are planned, including retiring 7 MD-83s, 16 MD-90s (Delta Airlines will buy all of these – more details to follow), and all 41 Boeing 747-400s.

American Airlines will lay off 175 pilots in the first half of 2010.

UPS airlines will lay off 300 pilots.

Boeing latest version of the famous 747 series, the 747-800, had its first flight on February 8, 2010.

Delta Airlines has retired Douglas DC-9-31, N8920E, msn 45835, originally delivered to Eastern Airlines on March 20, 1967 – 43 years ago!!! It was the

95th DC-9 built. It ended up with 80,191 hours and 81,188 cycles on the airframe. Douglas guaranteed the airframe for 100,000 cycles, so it still had lots of life left on the airframe. Of course, it will be scrapped, but what a life span it had!! It flew with Eastern Airlines, Republic Airlines, Northwest Airlines, and Delta Airlines. It was the oldest jet in the Delta Airlines fleet.

Delta Airlines has plans for the ex-Northwest Airlines fleet. All ex-Northwest Airlines aircraft will be painted by the end of March, except for all of the Douglas DC-9-30s and DC-9-40s. They will be gone by the end of the year.

Delta Airlines will take delivery of 2 Boeing 777-200LRs and 2 Boeing 737-800s this year. Also Delta is still searching world-wide for used MD-90s. Delta Airlines recently bought some MD-90s from China for about \$9 million each. Delta now has 28 MD-90s in their fleet.

Delta Airlines said that every aircraft in the fleet that is capable of having winglets, will get winglets.

Delta Airlines say that the Boeing 787 Dreamliner is overweight. Delta is waiting for flight test results before making the final decision as to keeping the Northwest Airlines order for 18 airliners or canceling the order.

Delta Airlines announced that Detroit will be the primary Asia hub in the US. Detroit to Hong Kong and Detroit to Seoul will be added this summer using Boeing 777s. Los Angeles to Tokyo will use Boeing 777s also. Seattle to Peking will use Boeing 767-ERs. In the fall of 2010, San Francisco to Tokyo will use Boeing 767s. Delta will use Boeing 747-400s

on the Detroit – Tokyo – New York-Tokyo – Detroit route.

Delta Airlines will invest \$300 million over the next 3 years to upgrade the fleet. More than 60 Boeing 767 are included in the plan. His puts into question the status of the Delta Airlines order for the 18 Boeing 787 Dreamliners, widely known as a 767 replacement.

Delta Airlines lost \$25 million in the fourth quarter of 2009.

United Airlines lost \$240 million in the fourth quarter of 2009.

Air Tran earned \$17.1 million in the fourth quarter of 2009.

U S Airways lost \$79 million in the fourth quarter of 2009.

Alaska Airlines earned \$24.1 million in the fourth quarter of 2009.

Jet Blue earned \$11 million in the fourth quarter of 2009.

Delta Airlines is rapidly retiring all of the Douglas DC-9-30s and -40s. In January, Delta retired the following:

N number	Fleet number	MSN
N8920E	9927	45835
N8921E	9928	45836
N8939E	9947	47161
N1309T	9944	47316
N8944E	9988	47167
N9346	9950	47376
N8960E	9992	45869

N8938E had 81,725 hours and 82,112 cycles on the airframe.

Airbus raised the price of all of its commercial airliners by 5.8% effective now.

Delta Airlines has in storage (they will probably be scrapped) the following:

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Upcoming Model Events

by Mark Jacques

20 March 2010 – Omacon 2010 – IPMS/Ft. Crook @ Mid America Center, One Arena Way, Council Bluffs, IA

27 March 2010 – 6th Annual Model Show and Contest – IPMS/South Central Modelers @ Five Lakes Center, 308 South State Street, Fairmont, MN.

10 April 2010 – The Cabin Fever Classic - IPMS/Red River @ West Acres Regional Shopping Center, 3902 13th Ave S.W., Moorhead, MN.

10 April 2010 – Mad-City Model Contest – IPMS/Mad City @ the Radisson Hotel, 517 Grand Canyon Drive, Madison, WI.

10 April 2010 – 16th Annual Plastic Surgeons Contest – IPMS/Plastic Surgeons @ the Valley Free Church, 4343 Fuller Road, Des Moines, IA. www.ipms-plastic surgeons.com

17-18 April 2010 – Minneapolis – St. Paul Military Relic and Weapon Collectors Show – Progress Center Building, Minnesota State Fairgrounds, Northeast corner of Fairgrounds at Cosgrove St. and Randall Ave., Saturday: 8AM – 6PM, Sunday: 9AM – 4PM. For information: Bob Johnson, Battlefield Military Antiques & Bookstore, 952-920-3820. www.battlefieldstore.com

22 to 24 April 2010 – AMPS 2010 International Convention – The Armor Modeling and Preservation Society @ WW2 Victory Museum, Auburn, IN. 2010 Theme: "Bought & Forgot". www.amps-armor.org

10 May 2010 – Plastic Model Contest and Show – The Lip-

pisch Chapter IPMS @ PS Hangar at the Eastern Iowa Airport, 3411 Beech Way SW, Cedar Rapids, IA. www.ipms-usa-lippisch-chapter.org

29 May 2010 – Boots and Treads Show – Minnesota Military Figure Society @ Flemming 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

6 June 2010 – 16th Annual NNL-North – 10:00 to 4:00 – RPM Minneapolis @ Bloomington Knights of Columbus Hall, 1114 American Blvd., Bloomington, MN 55420 www.RPMModelClub.com

4 to 7 August 2010 – IPMS/USA National Convention – IPMS/USA, West Building, Phoenix Convention Center, Phoenix, AZ www.ipmsusa2010.org

25 September 2010 – Nordicon 2010 - "Higher, Farther, Faster" – Twin Cities Aero Historians @ Productivity Inc., 15150 25th Ave. N., Plymouth, MN 55447. www.aerohistorians.org

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Don't Snow" show at the new venue in Rochester. See later in the newsletter for a detailed list. According to Winston, this was their biggest turnout yet with over 300 entries.

As we were subtly reminded (thank you Dennis S.), the theme for this month was Black Cats – nightfighters, intruders and PBY Catalinas.

The theme for March is "I Was There – now where did I put those pictures I took during the open house days at Offut AFB in the late seventies..." 1970's aviation?

The April theme is Minneapolis-St. Paul International Airport – anything stationed there or flown through – includes the Air Guard and Fort Snelling.

The June theme is NASA/NACA – X-planes, Y-planes, and some just weird stuff (I'm just copying what Larry wrote back in March 2009).

The June challenge: build either a 1/72 HobbyBoss Snap-Tite kit, a 1/48 Pegasus E-Z Snapz kit or an Eduard "Week-end" kit.

Spook Johns announced that Southwest Airlines will be doing another charter to Pensacola FI this 17 April 2010; price has yet to be determined.

According to John Ross #2, Nordicon 2010 is progressing nicely. Sample flyers were brought in. John Roll will coordinate with IPMS for the announcement. Bob Maderich will place the ads in Fine Scale Modeler for publication. The committee will present further details as they become available.

No old business to discuss. The updated Constitution and By-Laws (as voted on by the membership) have been accepted and ratified by the current slate of officers. Treasurer's report was given; for those wishing to receive a hard copy of the report, please contact Dave Hueffmeier. Copies of the club roster are available from Mark Jacques on request.

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Ex-Northwest Airlines Boeing 757-251s

N number	Fleet number	MSN	Location	Date arrived	Date scrapped
N525US	5525	23619	Marana	Sept 2, 2009	
N532US	5532	24263	Marana	Sept 1, 2009	

Delta Airlines has scrapped the following ex-Northwest Airlines Boeing 757-251s:

N number	Fleet number	MSN	Location	Date arrived	Date scrapped
N506US	5506	23193	Orlando		July 16, 2009
N509US	5509	23198	Orlando		July 21, 2009
N511US	5511	23199	Orlando		Sept 6, 2009
N512US	5512	23200	Orlando		Oct 3, 2009
N515US	5515	23203	Mojave		Aug 5, 2009
N524US	5524	23618	Marana		Jan 13, 2007

Fleet number 5509 had 67,100 hours and 28,638 cycles on the hull. All of these Boeing 757s still had considerable life time left on the hull.

Delta Airlines withdrew from use and stored at Marana Air Park in Arizona, the following ex-Northwest Airlines Boeing 747 freighter aircraft. All were parked in late December of 2009.

N number	Fleet number	MSN	Hrs on the airframe	Cycles on the airframe
N643NW	6743	24177	97,392	22,176
N632NW	6732	23112	93,928	14,625
N639NW	6739	21941	80,975	13,446
N631NW	6731	23111	92,247	14,118
N644NW	6744	24177	76,407	14,122

(Continued from page 3)

Aeroflot, the Russian airline, and its Russian government owners, will merge all "fragmented aviation assets" (all other Russian airlines) into the flagship carrier – Aeroflot.

Turkish Airlines ordered 20 Boeing 737-800s. This is the first major order for Boeing this year.

Hong Kong Airlines, ordered 6 Airbus A-330-200s. This is the first major order for Airbus this year.

British Airways lost \$135 million for the year of 2009. This happened in spite of a 10.5% cut in operating costs and a 13% drop in revenue.



(Continued from page 4)

New business: The initial round of Nominations for the TCAH Annual Awards are:

- Member of the Year: to be decided by the select committee,
- Modeler of the Year: Sean Brzozowski, Merrill Anderson, John Ross Jr., Bob Maderich and John Bernier,
- Historian of the Year: Mark Copeland, Bob Friskney,
- Newsletter of the Year: Mark Rossman (Feb 2010, B-25C/D), Terry Love (Airline Chatter – series), Johannes Allert (May 2009, Check-Six, Woodcraft Hobby), Noel Allard (June 2009, Check Six Hanging Out at the Hobby Shops).

Nominations will continue in March.

Because of the glut of contests/shows (3 at last count) on 10 April 2010 (this is our regular meeting date), it was agreed by consensus to reschedule the annual TCAH Awards fete to 8 May 2010 with food from Jimmy John's.

Finally, Bernie and Winston brought up the subject of recycling awards. The certainty of the awards supply to the same standards or costs has come in question. In an effort to control costs and reduce reliance on single-source for the awards, the idea of recycling awards has been discussed several times over the years. To many of us, the recognition by our peers of our work is sufficient to stroke our egos and the physical award is just icing on the cake. To some, as Johannes so eloquently wrote for the September 2007 newsletter, the awards are placed on the "I love me wall" for posterity. For those of us who place their awards in a drawer or box, lets gather up those old awards and help control costs for future events and recycle these awards back to their host clubs.

(Continued from page 1)

This is Revell's 1/48th "E" model from the 49th FBS and Tamiya's 1/48th "G" model of the 474th FBG. All were built OOB including use of the packaged decals. Both company's models work up to very fine versions of the F84. Should be noted the "E" version did have a refueling probe on the wing tank, however I could not find any proof of one for this particular aircraft,(see picture on p117 of F-84 Thunderjet units over Korea) therefore I cut it off and sanded it flush.

