

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



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June 2010



1/48 Hasegawa Canadair MK F.4 Sabre
by Mark Rossmann

Canadair MK F.4 Sabre

by Mark Rossmann

The F-86 Sabre was the U.S. Air Forces successor to the P-51. The F-86 was manufactured in several countries most significantly after the U.S. was Canada via the Canadair. All MK F.4's came from the factory with

the short cord/short wing found on USAF F-86 A's and E's. And all MK'4s were delivered to the RAF, why?

At the end of WWII as the allies were judiciously capturing the German scientists involved with designing jet aircraft, the British came up short with capturing such expertise. Even

though British had the first allied operational jet, it was of the straight winged design. The U.S. quickly developed the swept wing XP-86 in 1947, going into production with the F-86A just in time to deploy to Korea once the swept winged MiG-15 showed up.

(Continued on page 6)

TCAH Officers

President, Larry Donovan

Vice-President, Merrill Anderson

Secretary, Mark Jacques

Treasurer, Dave Hueffmeier

Historian, Tom Norrbohm

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 Article Submission Deadline: 22nd of each month

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TCAH This Month

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

Secretary's Notes
 by Mark Jacques

The meeting was called to order at 1:30PM after chowing down on fare from Jimmy-Johns.

Welcome to Erik Zabel (returning to join us) as you may recall, Erik is mastering a variety of subject matters. Mark Copeland brought his father-in-law, Don Bach (?), to visit us (and to get away from an estrogen overloaded family gathering) and share some vintage photographs from Foggia Italy (as a 21 year old B-25 pilot) during WWII and Templehoff Field in 1946 (thank you, gentlemen, for sharing). Thank you Don, for your service.

Vendor update: Axel has nothing new from Schiffer, but is clearing some of his collection of Watanabi a/c books. Gregg Drawbaugh had nothing new (printer problems). In addition to the 2010 Roll Models catalogs going to the printers, John Roll informed us of several new items from (including, but not limited to): A-Model: Antonov An-2 Colt Cobra Air (1:144), 5-1 (5-2) Soviet Glider (1:72); Archer Fine Transfers: various scale Surface details; Czech Models: T-33A Shooting Star (1:32); Eduard: Nieuport Ni-11 Weekend Edition kit (1:48) and several Zoom and Big Combo detail sets; Minicraft, Revell-Germany, Revell-Monogram: B-26 Marauder (1:48); Special Hobby; Specialty Press: "Cold War Peacemaker: The Story of Cowtown and the Convair B-36" and "Convair Advanced Designs"; Super Scale Decals and Trumpeter (Sorry, I could not keep up with the specifics as John read them off, please go to the Roll Models website for more details). And finally, Winston announced he has begun to re-stock his Lion

Mark product line, with the Ontos barrels on order and the Bren Gun 1:144 scale PE details sets are now in.

See later in the newsletter for a detailed list of the display of workmanship from our "On the Table", as presented by our newest young member Nathan (with some help from Larry).

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.

On the weekend of 26/27 June 2010 – **The Great Minnesota Air Show, featuring the U.S. Navy Blue Angles** – @ St. Cloud Regional Airport, 1550 45th Avenue SE Suite One St. Cloud, Minnesota 56304 www.thegreatminnesotaairshow.com

Mark Rossman (he of the many recent front page aircraft articles in our newsletter) announced that the theme for the October 2010 meeting is Vietnam era aircraft with a guest speaker Capt(ret.) Kenneth Volker, who served with VF-51 during 2 cruises in 71-72 aboard the U.S.S Coral Sea.

Nordicon 2010: According to Larry, Nordicon 2010 is progressing nicely. The ad is posted on the IPMS-USA website and will be in the IPMS Journal in the **next** 2 issues, and is posted in Fine Scale modeler. Bernie reminded us that he will be recruiting his "usual crew" for judging duty with a Judges Pizza
 (Continued on page 7)

(Continued from page 2)
 meeting at Fleming Field on Friday 30 July 2010. The committee will present further details as they become available. Remember, if you are interested in sponsoring a "special" award, contact Tom Norrbohm (the cost for a special award is a nominal \$40.00). For those who are considering reducing your stash by selling some off at Nordicon, contact Sean Brzozowski to reserve a table (\$25/table).

Club Awards: Finally here they are:
 2009 Newsletter Article Author of the Year – Johannes Allert,
 2009 Historian of the Year – Bob Friskney,
 2009 Modeler of the Year – Sean Brzozowski; and last but certainly not least,
 2009 Member of the Year – Bernie Kugel.

Congratulations gentlemen, these are well deserved honors.

Old business: No old business to discuss. 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.

If anyone out there has photos from last year's Nordicon event and would like to share them with the club, please forward them to Sean Brzozowski to post on our website.

New business: No new business was brought up. I heard from a limping bird of the possible return of an old practice involving tickets, models, books, decals, and a touch of chance for those taking part.

(Continued from page 6)
 stationed in England, the other being No. 66. Aircraft is camouflaged in Dark Green/Dark Sea Grey over Silver lacquer. The Eagle Strike decals are printed quite well and went on with no issues. I weathered the jet a bit with chipped paint on the fuselage and fiberglass nose.

Sources: Hasegawa Instruction sheet, Eagle Strike 48216 - RAF Sabre's PT3, Encyclopedia of Worlds Combat Aircraft a Salamander Book.



On The Table—May 2010

Modeler	Kit	Manufacturer	Scale
Steve Macey	M1038 HMMWV "Humvee"	Tamiya	1:48
Patrick Verner	Halftracks	Italeri	1:72
Nora Verner	Ferrari engine (soon to be painted Hot Pink)	Tamiya	1:24
Rick Verner	Kaman Sea Sprite	MPC	1:72
Rick Verner	"Chinook"	Tamiya	1:100
Steve Hustad	StuG IV w/crew figure	Dragon/Mig	1:72
Bob Maderich II	Polikarpov I-16	Academy	1:48
Erik Zabel	YPR-765 Dutch IFV	AFV Club	1:35
Erik Zabel	Spitfire Mk II	Revell	1:48
Erik Zabel	1966 Nova Street Machine	AMT	1:25
Sean Brzozowski	Sherman Vc conversion (work in progress)	Many sources	1:48
Kyle Nelson	PzKfw 38(t) ausf C	Tristar	1:35
Kyle Nelson	280mm Mortar B-5	Trumpeter	1:35



(Continued from page 1)

Britain, along with other NATO allies, was committed to providing air cover to Western Europe during the "Cold War". However the RAF had no swept wing aircraft in their inventory (still flying the Meteor and Vampire), that could take on the MiG's. Therefore the RAF took delivery of all 430 Canadair MK F.4 Sabre's during 1953, and deployed them until the swept wing Hawker Hunter came on-line in 1956. RAF Sabre's were then handed off to Italy and Yugoslavia.

The MK F.4 was supposed to be delivered with the Orenda engine. However the engine was not ready and they were equipped with the original J47-GE-13(5,200lb thrust) engine and had hard points for two tanks or bombs, and six 0.5 Browning machine guns.

The Hasegawa F.4 model is well designed and crisply manufactured. However it is only provided with 6-3 wings without slats and with fences as found on the F-30 and MK F.5 Sabre version, not the short cord slatted wing of the A, E or original MK F.4 models. But hold on, as you are aware, as aircraft went through the depots for the USAF IRAN inspection and upgrades, they were updated to the 6-3 wings without slats and fences installed. Therefore you need to look closely at the aircraft pictures, because you could have MK F.4's parked together with different wing configurations. So I would have to say the kit is accurate for a MK F.4 that has gone through the depot.

These are the markings of RAF "92" squadron stationed at Litton-on-Ouse in 1955, one of the two squadrons to be

(Continued on page 7)

Airline Chatter

by Terry Love

Lufthansa took delivery of its first Airbus A-380 on May 15, and there are 14 more to follow.

United Airlines and Continental Airlines will merge to become the worlds' largest airline. Deal is worth \$3 Billion. Routes will be from China to South America to Europe. The United Airlines name will live on, but the aircraft will have the Continental Airlines color schemes and logo. United CEO Jeffrey Sinisek will be the new CEO for the first two years. Then the CEO of Continental Airlines will take over the CEO position. Chicago will be the headquarters for the combined airline. Largest hub in the new system will be Houston. Continental and United overlap on only 13 routes. United will now serve 370 cities in 59 countries.

EI AI cancelled its order for 4 Boeing 777-200s.

Japan Airlines, whose fiscal year ended in March, lost \$1.7Billion for the year 2009.

British Airways lost

\$765million over the last 12 months.

UPS will layoff 300 pilots.

Boeing is boosting the 737 model production rate to 34 per month.

Federal Express was fined \$1.55million by the FAA for maintenance irregularities.

Qatar Airways increased its order for Boeing 787 Dreamliners from two to six. First deliveries are set for September of next year.

Boeing sold two more Boeing BBJs - Boeing Business Jets - to people in Abu Dhabi. These are VIP private jets versions of the Boeing 737-800.

Airbus received a total of 67 orders for new airliners from January through April. Boeing has received a total of 112 orders through the same period.

Emirates Airlines of Dubai, will start flights to Iraq in July.

Boeing will spend \$13Billion in the development of the 737 model replacement. An All-new

narrow body aircraft will fly by 2018. Re-engineing the present 737 model would have the efficiency of other new models from competitors in Brazil, Europe or Canada. Southwest Airlines will have a heavy hand in its development. They would be the launch customer and order a large amount of the new airliner. Southwest Airlines wants two aisles to allow for faster boarding. Seating would probably be 2-3-2. Replacing the airplane would give those flying a longer service life. The 737 model uses a fuselage from a 707model that was designed in 1954. When Boeing starts to work on the 737 replacement, there would not be another new airplane from Boeing until after 2025. Boeing thinks that Airbus - Boeing's main competitor - is strapped for cash following it's A-380, A350XWB programs, and would not be able to design a replacement for their A-320 series for many years to come. This would give a huge advantage.

Airbus recently announced that they will be re-engineing its fleet of A-320 airliners. This will greatly delay Airbus's design for a replacement aircraft.

Continental Airlines' and United Airlines' merger will impact all of their employees. The following is a comparison of the two airlines' pilot's -

Continental	United	Item
4800	7700	Number of active pilots
147	1437	Number of pilots on furlough
August 1999	December 2007	The most junior seniority pilot
47.7	49.2	The average age of pilots
15.4	16.6	The average years of pilots on the seniority list
351	569	The number of pilots over 60 years of age
48.1	48.6	The median age of the pilots
\$26,940	\$27,392	Pay for first year pilot officer
\$81,924	\$80,598	Pay for the fifth year pilot officer
\$144,288	\$112,535	Pay for a ten year Captain
\$166,882	\$159,508	Pay for a maximum salary Captain

The biggest problem (other than meshing the seniority lists) is going to be Captains with more than 10 years seniority. That is thousands of pilots.

Special October Event

Presentation by retired Navy Captain Ken Volker. Ken flew F4 Phantoms, with VF-51 Screaming Eagles, on two deployments to Vietnam aboard the USS Coral Sea, 1971-1972. He was also posted to Top Gun after his deployment. Our October Theme Month will be US Navy/Marine Vietnam Aircraft from 1970 to 1974, and there North Vietnamese counterparts such as the Mig 17, 19 and 21's. So start planning and building and mark this special event on your calendar!

Upcoming Model Events
by Mark Jacques

Upcoming Model Events
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

26/27 June 2010 – The Great Minnesota Air Show, featuring the U.S. Navy Blue Angles – @ St. Cloud Regional Airport, 1550 45th Avenue SE Suite One St. Cloud, Minnesota 56304
www.thegreatminnesotaairshow.com


9-10 July 2010 – KC AMPS Con 2010 – IPMS/KC AMPS @ The Kansas Expo Center, 1 Expocenter Drive, Topeka, KS
http://kccamps.org

17 July 2010 – NIMCON/NORTHERN ILLINOIS MODELERS CONTEST – IPMS Lake Region Scale Modelers @ McHenry County College, 8900 U.S. 14, Crystal Lake, IL
www.lrsfm.org

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

11 September 2010 - Gateway to the West Show and Swap Meet – IPMS Gateway @ The Hitter's Choice Batting Cages, 534 Workman Road, Eureka, MO, www.ipms-gateway.com/invite2010.htm

18 September 2010 – OzCon 2010 – Emerald City Modelers @ the Kansas Aviation Museum, 3350 South George Washington Boulevard, Wichita, KS, www.ipmswichita.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 

Book Review
Hell Hawks!

The untold story of the American Fliers who savaged Hitler's Wehrmacht

Written by: Robert F. Dorr and Thomas D. Jones

Review by Jack Muga

OK, so as a rule, I really don't try to pass myself off as an aviation historian as much as a modeler who has absorbed a little history along the way in the pursuit of my hobby interests. Having said that, I must admit that I have never heard of the Hell Hawks until I bought this book.

This past December found me in Maryland for the Christmas Holidays and as usual, when visiting my daughter and her family, I made the trip to Dulles to visit the National Air and Space Museum Steven F. Udvar-Hazy Center to check out any new additions since my last visit. As it happened, this was the day for Robert Dorr to be on hand signing copies of his latest book *The Hell Hawks!* I am a push over for signed books on the subject of aviation, so I bought the book without knowing anything about it.

As I mentioned before, I really do not enjoy reading historical books crammed with dates and data due to my short attention span. I am more drawn

to books like Jack Broughton's *Thud Ridge*, Robert Mason's *Chickenhawk* or Rick Newman and Don Shepperd's *Bury Us Upside Down* wherein the reader is brought into the author's experiences and given the sense of being there in the moment.

Once again I have been fortunate to stumble across another such book. You may not be familiar with the authors, but they do have the credentials and the talent for the subject at hand. Mr. Dorr is an Air Force veteran of the Korean conflict, a senior American diplomat and the author of sixty books as well as numerous magazine articles and newspaper columns about air warfare. Mr. Jones is a graduate of the Air Force Academy, a B-52 pilot, and a veteran NASA astronaut. In the course of eleven years he flew on four space shuttle missions and has written many articles on space exploration. He is also a regular on-air contributor for Fox News.

So, why do I like this book? I suppose what makes this book interesting to me is that it tells the story not only of the pilots, but also of the huge support group of the Ninth Air Force who kept the pilots in the air. Also, the Republic P-47 Thunderbolt is given a much-needed closer look at its contribution to World War II as a fighter-bomber that is often overlooked. Perhaps the best thing about this book is the focus of the mission of the Hell Hawks, which is primarily ground support rather than bomber escort and air to air combat.

Specifically, the Hell Hawks were the 365th Fighter Group, three squadrons of fighter-bomber pilots, who flew the P-47 "Jug" in close support of Eisenhower's ground forces as
(Continued on page 5)

(Continued from page 4)
they advanced across France and Germany. The story opens just prior to D-Day, June 6th and proceeds through twenty chapters of action packed pages, covering not only their job of troop support, but air to air action as well. The book is well researched and the reader is afforded a look at what is was like to be twenty years old and fighting for your life every day in the cockpit of a fighter aircraft far away from home.


Granted, much of the book is about the pilots, but there is more about the support it took to keep the planes and pilots in the air than is usually found in a book of this type. The hardship of maintaining the big Thunderbolt on the front lines in wartime, in the out of doors, is seldom covered. Because much of the work of the Hell Hawks was bombing and strafing, consequently, they more often than not returned with considerable damage, which had to be repaired throughout the night no matter what the weather.

Given their mission of ground support meant moving from base to base with the ground troops as the battles moved across France and Germany. They lived in the field sharing GI food and the Spartan lifestyle. The Hell Hawks were on call whenever there was a call for help to take out tanks, guns and enemy troops. The reader is seated in the cockpit as the pilot dives down through heavy flak and small arms fire to unload a couple of thousand pound bombs, to strafe gun pits, tanks and truck convoys at tree top level traveling at four hundred miles per hour.

The air-to-air battles are equally exciting as the Hell Hawk

pilots lock horns with the Bf-109 and the Fw-190, and later the Me-262. The German aircraft were more agile than the "Jug", but the Thunderbolt could take far more battle damage and continue to fight, and no other prop plane could out dive it. Armed with eight heavy .50-caliber machine guns and a 2,430-horsepower, eighteen-cylinder turbo-charged radial engine that could reach 433 MPH at 30,000 feet, the Thunderbolt was truly a formidable weapon.

There are several battles described in this book that have been well covered in many books, but you will find lots of unique things you haven't heard before about D-Day, the battle of the Falaise-Pocket and the Battle of the Bulge to name just a couple. I found one chapter particularly interesting, describing what happened when the Germans attacked their base, and they found out what it was like to be on the receiving end of what they had been dishing out. This chapter is very descriptive and puts a proper face on war.

I did enjoy this book as it offers many unique situations that I have not read about elsewhere, as well as a peek behind the scenes to the support efforts required. I am always amazed to think how young they all were. 

A note from Bob Dorr, the author of Hell Hawks!

Dear friends,

We'd love to have your support for our World War II book.

"Hell Hawks!" is our Stephen Ambrose-style history of a World War II "band of brothers with planes." In their words, the P-47

Thunderbolt equipped Americans of the 365th Fighter Group. describe the war nobody told you about, the one they shared with thousands of other airmen who had their boots on the ground on the European continent during the winter of 1944-45.

We have a chapter about fighting the German jets. We have a chapter comparing the P-47 to the Messerschmitt 109 and Focke-Wulf 190. But it's the ground war that makes this such a great air story: Our guys went ashore at Normandy and fought across Europe, into the Battle of the Bulge which makes up the powerful center of this story.

Co-author Thomas D. Jones (Tom) and I spent five years researching and interviewing 171 of these ordinary men who became heroes. Tom is an Air Force Academy graduate and former B-52 pilot and astronaut who flew four shuttle missions. I'm an Air Force veteran, a retired U. S. diplomat, and an author.

"Hell Hawks" uses never before published photos and first-hand personal accounts. The book can be found in some of the "big box" bookstores and on amazon.com. The surest way to get one right away is to get it directly from me or Tom.

If you'd like a personalized copy, send me a check for \$ 31.64, for the book, an inscription from the authors, and priority mail packaging.

Best wishes
Bob

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