

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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April 2011



Accurate Miniatures 1/48 B-25B
 by Mark L. Rossmann

Doolittle Raid Accurate Miniatures 1/48 B-25B

by Mark L. Rossmann

The first part of this article is a narrative by Navigator-Gunner Lt. Thomas C. Griffin, of B-25 "Whirling Dervish".

I wondered how this all got started, I was very fortunate to be back on American territory. We had bailed out of "Whirling Dervish", 02303, when our fuel

ran out and all made it down safely but Harry, Lt. Watson that is, he got his arm caught on the parachute riser and dislocated it on landing. He was in a lot of pain for a week until a doctor put it back in place.

The Navy and Army put this plan together in early January to bomb material targets in Japan while hoping to make a psychological effect that would call unit's home from far theaters

to aid in home defense, also imparting a fear factor in Japan while getting a favorable reaction from the American People.

Col. Doolittle studied various planes for the mission; the requirement was for a cruising range of 2400 miles with a bomb load of 2,000 lbs. The B-26 could have done the job with range and load capacity, but carrier takeoff characteristics were

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TCAH Officers

President, Larry Donovan
Vice-President, Merrill Anderson
Secretary, Mark Jacques
Treasurer, Dave Hueffmeier
Historian, Tom Norrbohm
Sergeant-at-Arms, Jeff Kurth

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TCAH This Month

The monthly meeting will be held Saturday April 9, 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

Hello and welcome to the April 2011 Twin City Aero Historians newsletter!

Hopefully you have by now had a chance to crack open one or two of those treasures purchased at the March "Auction Part Two". The Auction was a great success, netting over \$800 in proceeds to the club treasury. A big, big thank-you goes out to those who donated kits, books, tools, clothes, and even an R/C Heli! Another big thank you goes to our dynamite Auctioning team: Axel Kornfuhrer, Mark Copeland, and Merrill Anderson. Finally, thanks to the bidders/buyers for supporting the Auction, and by extension, your Club! So how did you like an Auction in March?

As I discussed in my column a few months ago, the positives of a March Auction are that:

1. Club members may not be as "tapped-out" for hobby funds as they might be in November because of the holidays.
2. Donations of kits might increase, further improving an already great event as members have time to sift through raffle winnings and purchases made during the past year.

There are, however, benefits to a November Auction:

1. It is a great club tradition and a wonderful kick-off to the holiday season. Recent auctions in November have netted (on average) over \$1200...not counting November 2010's "Blizzard Auction."

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Secretary's Notes by Mark Jacques

The meeting was called to order at 1:15PM.

Guests/Visitors: Some of Bob's RPM-Mpls posse showed up (for the auction?). No other guests or new members this month.

Vendor update: Because of the Awards elections and the much anticipated auction, there was no vendor report this month. Check www.RollModels.com for the latest offerings from Roll Models; check www.drawdecals.com for the latest offerings from Greg Drawbaugh; check www.wingsntreads.com for the latest from Winston (as an aside I am reliably informed he is expecting an order of Tasca Jumbo's and Easy 8s at the end of March); and www.schifferbooks.com for Schiffer Publishing's offerings available through Axel.

No show table this month due to the Auction Part 2. A big thank you to our volunteer auctioneers: Axel, Merrill and Mark Copeland; and to Dave H. for keeping track of the winning bids and totals. We had over 3 tables of donations for auction.

The upcoming schedule of club events is:

- April 2011 – Open - no show table theme selected as yet,
- May 2011 - "Hawks, Eagles and other Birds of Prey." - Dave Hueffmeier,
- June 2011 – Open - no theme selected as yet,
- July 2011 – Open - no theme selected as yet,
- August 2011 - Challenge – Towed Artillery – Bob Maderich II

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Griffin, Co-Pilot Lt. James M. Parker Jr., and Pilot Lt. Harold F. Watson. We never saw Whirling Dervish again.

Model

This is the Accurate miniatures 1/48 B-25B, their first of a series of excellent B-25 models. The upper turret blast plate is a cut down mailing label, painted and stuck on, no other extras. I will not debate any of the build issues of this aircraft which have already are published out there. To me this is a fine kit, I have built the "B", "C" and will be building the "G" version this next year. A.M. supplied decals for each of the sixteen aircraft and enclosed was a copy of Col. Doolittle's report on the mission, a great piece of history to have. I chose to do aircraft #9, because of another aspect of my hobby.

Hobby

I enjoy going to air shows and listening to the forums held with aircraft crews and maintenance personal. I had the honor to meet Thomas Griffin Navigator plane #9, R.E. Cole co-pilot of Doolittle's plane #1, co-pilot Jack A. Sims plane # 14 and Bill Bower Pilot of plane #12 at the Wings of the North air shows at the Flying Cloud airport in Eden Prairie Mn.

Time fades for the entire gallant hero's of WWII, let not the memories fade.

Information from:

- 1) Col Doolittle's report.
- 2) Time Life "The Rising Sun" by Arthur Zich.
- 3) Bomber Missions Aviation Art of World War II, by G.E. Patrick Murray.



May Theme by Dave Hueffmeier

The theme for the show table at the May meeting is "Hawks". What does this mean? It means aircraft named after birds of prey, like the P-40 Warhawk, A-4 Skyhawk, Ki-43 Hayabusa, the Re 2000 & 2001 (Falco I and Falco II), F-15 Eagle, F-16 Falcon, the Tomahawk cruise missile, the British Hawker Sea Hawk and BAE Hawk, the P-75 Eagle, F-22 Raptor, and the T-45 Goshawk. Curtiss also made the BF2C Goshawk, the P-6E Hawk, the P-36 and 75 Hawks, and the A-12 Shrike. Then there's the FW 190 "Wurger" (Shrike or Butcher Bird), the UH-60 and SH-60 Seahawk and Blackhawk 'copters. I suppose you could stretch the definition by including a Me 262 Schwable (Swallow) and the USN JB-2 Loon (based on the design of the German V-1 and Fi-103).

In any event, please bring some of these "Hawks" to the table in May. It doesn't have to be a newly completed project - it could be something you built years ago. With all of these possibilities, we should be able to fill a couple of tables with our

colorful "Hawks"!

Much thanks to everyone who participated in February's "Mustang Roundup"!



Treasurer's Notes by Dave Hueffmeier

Previous balance = \$6,696.66
 (+ \$55.00 petty cash)
 Income 95.00
 Expenses -15.00

Balance 2-28-11 \$6,776.66
 (+ \$55.00 petty cash)

Income = \$55.00
 (2011 Dues) 40.00
 (NordicCon Award - Ordnance)

Total Income \$95.00

Expenses = \$15.00
 (Check 1768, Roll Models, reimburse GC, Club contest)

Total Expense \$15.00



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icers were installed as we were still negotiating with the Russian for landing permission. This did slightly reduce the cruising speed. Wooden guns were stuck out of the extreme tip of the tail, we were not at all attacked from the rear on our mission, so it probably worked. It was found when the turret guns were fired close to the fuselage that rivets popped and tore the skin loose, steel blast plates were then installed.

The Norden bombsight was removed and a simplified bombsight developed by Capt. Greening was then installed. Tests showed a much greater bombing accuracy at 1500 feet or less when using these sights compared to the Norden one.

The .50 calibers were acting up, they would not fire properly, only with short bursts or not at all. W.C. Olson from Wright field overcame the issues with the smoothing down of parts, replacing faulty ones and training the gun maintenance crews.

The 230 lb liaison radio set was removed, since radio silence was to be maintained. Each ship in the formation also carried cameras located in the extreme tail tip between the wooden

guns. Only two landing flares were carried, if the need arose, to be thrown out by the rear gunner.

Well how did I get here, I was a member of the 17th Bombardment group and Lt. Colonel Mills explained to our commander that this was an extremely hazardous mission and he needed twenty four experienced crews, as time to train would not be available. I volunteered along with all the rest and it was more than we could use, so our twenty four crews were off to Eglin Field in Florida, for final training. On March 25th, twenty two planes headed for Sacramento, two others had been damaged and were not flyable.

By April 1, sixteen planes were loaded on the USS Hornet, commanded by Admiral Halsey. While enroute, we had training lectures on gunnery, navigation and meteorology. Gunnery practice was carried out by using kites flown from the Hornet.

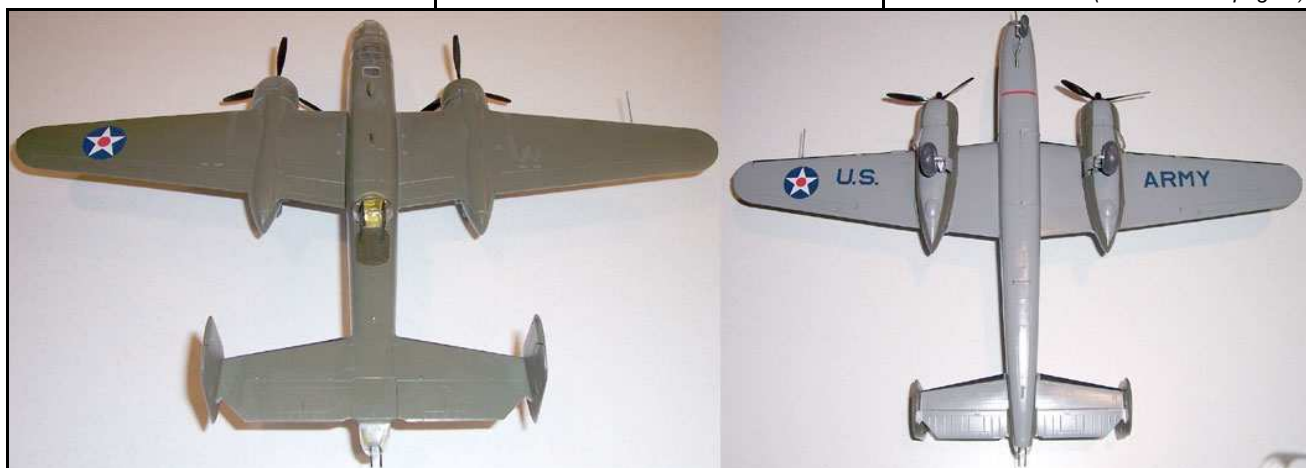
Our plan was to takeoff just before dark and bomb at night and arrive in the early morning hours in China. We were briefed to avoid non-military targets, particularly the Temple of Heaven and not to go to Siberia.

We were #9 in line for takeoff, as our engines revved up. It was 10 hours earlier than planned, the first enemy patrol vessel detected us at 3:10 AM on April 18th, it was now a few hours after dawn and 824 miles east of Tokyo. Lt. Watson got us off safely as we circled to the right; he then flew us over the axis of the Hornet so we were lined up with the drift sight.

As we entered Tokyo airspace the antiaircraft fire was inaccurate, they were black and likely from 37 or 40 mm guns. We did not see any machine gun crews active and there were a few barrage balloons at about 3000 ft. which did not impede our bombing. I navigated us to our target, the Kawasji truck and tank plant where we placed 3 demolition bombs and one incendiary cluster. We also hit a factory building near the railroad station south of the Imperial Palace.

We were about 100 miles south of Poyang Lake, our bird was running on fumes, Lt. Watson put on the auto pilot and ordered us to bail out. We did one by one, Engineer-Gunner T/ Sgt Eldred V. Scott, Bombardier Sgt. Wayne M. Bissell, me Navigator-Gunner Lt. Thomas C.

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Airline Chatter

by Terry Love

Delta Airlines is boosting their US to London service by purchasing landing slots at London's Heathrow airport.

Delta Airlines's fleet-related plans are as follows:

- SAAB-340s - remainder of the fleet to be parked by the end of this year
- CRJ-200s - remainder of the fleet to be parked by the end of this year
- DC-9-50s - entire fleet to be retired by the end of 2012. They will be kept in ready storage, and could return to service if the economy and/or fuel prices warrant service.
- MD-88s - plan to keep in service through 2018
- MD-90s - have acquired 13, and plan to have a total of 28 in service by this summer. 43 in service the end of 2012. Wants to grow fleet to around 80 airframes. MD built 116 MD-90s.
- A-319/320s - older airframes w/ill be retired when the new narrow-bodies start to arrive.
- 757s - 4 will come out of storage by summer of 2011. The remaining 12 are not returning, since it would take a lot of work to get them airworthy. Some are missing engines or interiors.
- 767s - 2 will come out of storage by this summer. The remaining few domestic airframes will never return, and will be scrapped.
- 747-400s - all 747s are being fully utilized on routes.

Airbus announced that, as of March 2011, they have 244 firm orders from 19 customers for their Airbus A-380 super jumbo

jet. Airbus said that they have delivered 43 of these airliners to 5 customers.

Bombardier delivered 244 CRJs in 2010.

Boeing was awarded a bid for 179 aerial tankers for \$35 Billion. The tankers are modified Boeing 767s. The first 18 will be delivered in 2017. These tankers will replace the KC-135 tankers that were based upon the Boeing 707 that first flew in 1954 - almost 60 years ago!!

Boeing announced that on February 23, the new Boeing 787 Dreamliner made its 1000th flight, and a little over 3,000 flight hours.

Donald Trump put his private Boeing 727-200 up for sale for \$8 million, or any reasonable offer for the 43 year old airliner. In its place, Trump bought a Boeing 757 to replace the older jet. Trump paid around \$100 million for it. Trump bought it from Paul Allen, co-founder of Microsoft.

United Airlines has now painted about 20% of their fleet in the new Continental/United color scheme.

Boeing says that they have 50 remaining orders on the books for their 767 model before the 179 aircraft order from the U S Air Force for their new tanker.

Japan Air Lines parked all of their Boeing 747s. Japan Air Lines is the largest single customer of the 747. Over the years, JAL ordered 112 of the 747s. JAL's waiting for deliveries of the new Boeing 777 as replacement for some of the older 747s.

TAM, Brazil's largest airline,

ordered 32 Airbus A-320s and 2 Boeing 777-300s. The Boeing 777 costs \$568 million. This will bring the total of 777s operated by TAM to 12.

Boeing delivered Ryan Air's 300th Boeing 737-800 on March 2. Ryan Air will take delivery of a total of 37 Boeing 737-800s this year.

Mexicana Airlines has failed in their attempt to restart the airline.

Air China, the world's biggest airline by market value, plans to double its fleet size to more than 700 aircraft by 2015. Most of these new aircraft will be the smaller narrow-aisle 100 to 125 passenger airliners. These will most likely be the new Chinese airliner (DC-9 copy) that is being tested now. Also, China plans to build 45 new airports. Cost is \$228 Billion. They have the money!!

Boeing announced that they sold Air China and Hainan Airlines 43 aircraft worth \$10 Billion. Since the Chinese government owns all airlines in China, they ordered 5 Boeing 747-800s valued at \$1.55 Billion for Air China. Hainan Airlines ordered 6 Boeing 777s and 32 Boeing 787 Dreamliners. This is worth \$8.5 Billion.

ILFC - International Lease Finance Corporation - the largest airliner leasing company, ordered 100 Airbus A-320s valued at \$9.5 Billion. At the same time, ILFC cancelled an order for 10 Airbus A-380 super jumbo jets. ILFC also ordered 33 Boeing 737-800s worth \$1.5 Billion.

Aeroflot, the large Russian airline, ordered 8 Boeing 777s in preparation for the Winter

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Upcoming Model Events
by Mark Jacques

2 April 2011 – Surgicon 17 – IPMS Plastic Surgeons @ Valley Evangelical Free Church, 4343 Fuller Road, West Des Moines, IA. Contact: www.ipms-plasticsurgeons.com or Scott Staudt at 641-342-6291.

16 April 2011 – Model Fest'11 – IPMS West Central Missouri (WCMO) @ Good Shepard United Methodist Church Gathering Place, 9555 N. Oak Trafficway, Kansas City, MO. Contact: www.ipmswcmo.org or Marty Nevshemal at 864-576-8688.

7 May 2011 – Mad-City Modelers Show – Mad-City Modelers @ Doubledays Banquette House, 4586 Baxter Road, Cottage Grove, WI, contact Kerry Fiske @ 608-438-1842 or fiske1@centurylink.com

21 May 2011 – Boots and Treads II – “Then and Now” – Minnesota Military Figure Society/AMPS @ 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

3 – 6 August 2011 – IPMS/USA National Convention: “Omaha by the Sea” – IPMS/USA @ La Vista Convention Center, Omaha, NE contact: www.ipmsusa2011.org or email omahabythesea@cox.net

24 September 2010 – Nordicon 2010 - “Back In Black” – Twin Cities Aero Historians @ Knight of Columbus Hall, Fridley, MN.
www.aerohistorians.org



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Or, do I dare say it, do we do TWO auctions? Maybe devote the proceeds of one auction to funding Nordic Con and the other to the Club Award Meeting in April. Or use the proceeds to bring back the Monthly Meeting Raffle? Definitely some great ideas that bear further discussion at the next couple of meetings.

Speaking of Club Awards, our annual Club Award Meeting and Lunch will be Saturday April 9th at Fleming. In addition to presenting the awards for Club Modeler of 2010, Best Newsletter Article/Club Presentation of 2010, and Club Historian of 2010, we will also be awarding the Aero Historian Member of the Year Award for 2010. Lunch from Jimmy John's Sandwich Shops will start along with Vendor Baiting at 12:30 PM; the meeting will formally commence at 1:30 PM. There will be a Show Table at the meeting so bring all those models you have been working on this winter... even those Works-in-Progress are most certainly welcome. So bring your models and your appetites!

Some exciting events are coming up in the next six to nine months! For a detailed list, I would point you to our Club Secretary', Mark Jacques', column. But to highlight a few:

1. May 28th Minnesota Military Figure Society presents “Boots and Treads II” Contest at Fleming Terminal. This was a very fun and enjoyable event last year, and it will be again this year.

2. August 3rd - 6th International Plastic Model Society/USA Convention in La Vista Nebraska.

3. September 24th Nordic Con 2011 at the North Aire Banquet Hall in Fridley

Lastly, while it is still six months away, the Nordic Con committee needs your help! This year we are asking that club members use the pre-registration forms as much as possible this year. The form will be on the website soon. By using this form, it is hoped that the long lines that have happened the last several years can be avoided or, at the very least, kept to a minimum. We also need workers to commit to help in set-up, day-of-show, and take-down capacities. Even if you can spare one hour, that would be great! If you are interested, or curious about what needs to be done, please ask anyone on the committee.

See you at the Club Award Meeting on Saturday April 9th!!



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Olympics in 2014.

Boeing said that the 737 replacement will be closer in size to what the 757 is.

Boeing is developing a stretched version of the 787 Dreamliner. It will hold around 300 passengers.



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- September – Open – no theme selected as yet.

Old business: The decal swap continued again this month occurring in the lobby before the meeting and during breaks hosted by Joe Grimme. This program will be in a “pilot” mode for a few months. Details of which were covered in the February newsletter. This is an opportunity to use the TCAH pages on the Yahoo Groups to let folks know what you have to trade and what you are looking for.

Nominations for the annual Twin Cities Aero Historians awards opened with:

- 2010 Modeler of the Year: Eric Zabel, Frank Cuden, John P. Ross;
- 2010 Historian of the Year: Mark Rossman, Terry Love, Gary Chambers;
- 2010 Newsletter Article/Presentation of the Year: Mark Rossman, Terry Love, Dave Nelson;
- 2010 Member of the Year: as usual, the awardees from the past 3 years will select the honoree.

No additional nominations came from the floor. Ballots were issued with the auction number cards. As the chairman for the awards event, Larry Donovan announced the results of his research into the food and beverage choices (Pizza vs. Jimmy John's). Jimmy John's was selected by a majority vote for the food and beverages for next month's awards feast.

NordicCon: The theme for the show is “Back in Black”. Efforts are being explored for on-line or electronic registration forms. Ads will be placed with

Fine Scale Modeler and the IPMS Journal (2 ads). Because of the increasing number of entries in recent years, the committee is soliciting sponsors for special awards for Ships and Sci-Fi. If you are interested, contact one of the committee members. The cost of the special awards is quite reasonable – only \$40 – the sooner these can be posted, the better.

New business: Johannes has volunteered to do a presentation for the May meeting, based upon his Capstone Paper for Norwich University.

No other new business was brought up.

The current \$10 dues fee for regular members and \$5 for Junior and Senior members.

For those wishing to receive a hard copy of the Treasurer's report, please contact Dave Hueffmeier. Copies of the club roster are available from Mark Jacques on request.



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questionable. The B-23 also was suitable, however with the larger wingspan fewer could be brought on board and the right wing clearance with the carrier island was too close.

The B-25 ended up being the aircraft of choice, the plan was to take off and land from an aircraft carrier, but tests by three B25's at Norfolk showed that takeoff would be easy; landing would be next to impossible. It was decided to take off east of Japan and navigate in a westerly

direction, landing at airfields in China or possibly Vladivostok. Negotiations with the Russians eventually failed and that idea was abandoned.

The 24 aircraft were prepared by adding a 265 gallon steel gas tanks manufactured by the McQuay Co., and installed by Mid-Continent Airlines in Minneapolis. These were then removed and replaced by a 225 gallon leak proof tank manufactured by United States Rubber Company out of Indiana. The tanks had issues with leaky connections, adjustments to the tank size were made reducing capacity and it was found that pressurizing the tank increased capacity by 10 to 15 gallons. Housing this tank in the bomb bay allowed us to carry four 500 lb demolition bombs or four 500 lb incendiary clusters. McQuay Co. also provided us with extension shackles to carry the bomb load. A rubber bag tank holding another 165 gallons was installed in the crawl way above the bomb bay. After the gasoline was used up we could turn the tank vent aft sucking the air and vapor out, the crew could stow it to one side. A third 60 gallon tank was stored in the lower turret area, which had been previously removed. Ten more 5 gallon gas cans were stored where the radio operator usually sat; these were used to pour into this rear tank as the level went down. As they were emptied the crew punctured holes in the cans and threw them overboard. This gave us 1141 gallons of fuel, but care was needed in filling the tanks to assure the air was out, this was done by filling and then shaking down the aircraft and topping it off again.

All excess equipment was removed, while de-icers and anti-

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