



ICM Spitfire LF Mk .IX
by Mark L. Rossmann

Indochina Spitfire
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History:

As WWII ended the colonial powers shifted their priorities to retaining territory before the war.

Japanese Army and Air Force staff remained in many places as allied governments moved to reclaim their former empires, but was slow to occur as post WWII was reeling to recover from this world wide catastrophe. The Potsdam conference had divided

Indochina along the 16th parallel, with Nationalist Chinese in charge of the north and the British in the south. Under General Gracey's 1600 man force the 60,000 man Japanese garrison took orders to maintain

(Continued on page 3)

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Vice-President, Mark Krumrey
Secretary, John Dunphy
Treasurer, Tom Norrbohm
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Article Submission Deadline: 22nd of each month

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From the Prez
by Johannes Allert

FYI to everyone. Since I will be out of town (out of state actually) either Mark Krumrey or John Dunphy will be leading the October meeting in my absence.

Fall is now in full swing and preparations for the fall contest is underway. Our treasurer, Tom Norrbohm, is continually taking membership renewals. Fifteen dollar flat fee is now in effect.

Additionally, nominations for club office are still open. Voting will occur in November.



Treasurer's Report—October
by Tom Norrbohm

Dues renewal time has begun from now until Dec. 31st. You can pay me at the meeting or mail your check to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420. Dues are \$15.00. Make checks payable to TCAH. Expenses for this month were \$600.37 (488.11 of that were for Nordic Con vendor tables per club vote) and income was \$225.00. Our balance as of 9/15/14 is \$4436.23.



Secretary's Notes
by John Dunphy

Guests: Mike Foley.

New Business: White Elephant is in November. Club Contest will be in December with John Ross running the contest. They will need help in running the contest, so get in touch with John to help out.

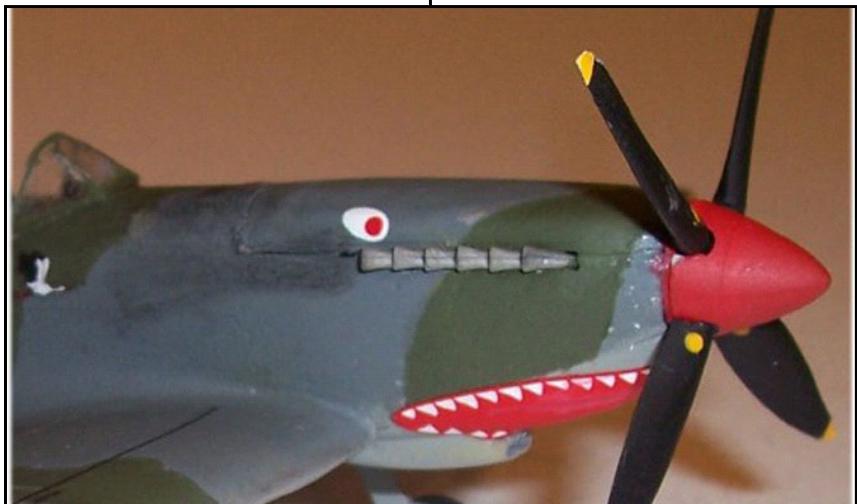
Nominations:
President: Bob Maderich.
V.P.: Jeff Fries,
Marty Agather
Secretary: Randy Worringer
Treasurer: Dennis Strand,
Axel Kornfuehrer

Nordic Con: You can now volunteer online at the clubs website at: aerohistorians.org. They would very much like participants to pre-register. John Roll needs a 'Helper' to help load up the stuff for his booth at Nordic Con due to his hand surgery. John will pay for these services. Contact him for more info.



TCAH This Month

The monthly meeting will be held Saturday October 11, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



peace. Even the Japanese Air Force got into the act by flying over 100,000 miles and carrying over 45,000 pounds of supplies. On September 22nd, 1945 Gracey's men started to release 1700 very angry French troops locked up since March of "45" by the Japanese. Finally French General LeClerc arrived on October 5th with a vanguard of 1000 soldiers that was soon to number 25,000. In early 1946 after French success against the Viet Minh, the Japanese were beginning to be sent home.

The air war over French Indochina represents a very interesting and unique period of modern history. A war fought with obsolete weapons, against an enemy without a single aircraft, a situation unheard of in modern times. It was a war that paralleled the long struggle that was to occur for 30 years with French and U.S. involvement. There was extraordinary variety of aircraft that served in the conflict. From seized Japanese *Oscars*, *Jakes* and a *Rufe*, through French-built Ju-52's acting as bombers. British Spitfires, Mosquito's and U.S. KingCobra, C-47's, Invaders; Hellcats on through to Bearcats, the French war effort in the air had a truly broad spectrum of aircraft.

There is little on the subject, Spitfire IXs were a mixed bag of features; C and E wings, clipped and standard wing tips, rounded and pointed rudders.

The first Spitfires operated by the French in Indochina were Mk VIII's. Transferred from 273 squadron RAF when that squadron re-equipped with the Mk 14. The Mk VIII's were well-used when received, some fired shots in anger in British hands while engaged in occupation

duties. Most common mark of Spitfire in French hands was the Mk IX.

A total of nine Armee de l'Air squadrons flew the Spitfire in Indochina from 1945 until 1951. GC II/7 *Nice* was established in November 1945 with ex-RAF Mk. VIII's, though these did not last beyond early 1946, being replaced by the Mk IX and LF Mk. IX shipped from France. Most if not all seemed to be the LF IX, equipped with the low-altitude optimized Merlin 66 engine (note that the LF designation only refers to the engine, and LF aircraft could have either standard or clipped wingtips).

The last French unit to operate the Spitfire in Indochina was GC I/6 *Corse* from April 1950 until 1951, when they were replaced by F6F Hellcats. Of the 12 aircraft still remaining, 6 were scrapped, and the best 6 were returned to France.

The aircraft in this article is from GC II/4 *La Fayette* in mid-1947, stationed at Gia Lam. Spits wore standard RAF colors, this aircraft having the broad cord rudder and clipped wings.

The Model:

This is a ICM Spitfire LF Mk . IX which is one of the better Spitfire models available. I used the Tamiya AS spray paints cans AS-9 RAF Dark Green, AS-10 RAF Ocean Grey and AS-11 RAF Medium Sea Grey. Decals are from Berna Decals, Spitfire LF Mk. IX (BD 48-18) out of France, which contains decals for 3 Spits, but roundels for one aircraft. Cost was about \$18.00

The model builds up quite well, if you don't plan to have an open engine compartment, you

need only finish what you need to attach the prop and no need to paint. Only issue was a bit of a fit of the engine cowling and a ever so slight warp of the port wing.

Overall am satisfied with the turnout of the model

References:

1. Time Life – World War II “The Aftermath: Asia”
2. Berna Decals – BD 48-18.
3. ICM Instructions
4. Air War Over Indochina Website – by William Alcott



MEMBERSHIP DUES RENEWALS START IN SEPTEMBER

It is that time of year again. Per the club vote this last spring, dues are \$15.00 with the hardcopy newsletter being dropped in favor of the digital one downloaded from the club web site. The Senior and Junior memberships have also been dropped allowing for a flat rate of \$15 for everyone. Deadline for dues is Dec. 31st, 2014 after which you will incur a \$5.00 penalty on top of the \$15.

Checks are to be made out to TCAH and you can pay me at the meeting or mail your check to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420.







Nordicon Update

by John R. Ross

By the time you read this we will be less than 30 days from NordicCon 2014. Hopefully your project is well on its way to being completed for the event.

Finishing the entry is only part of the process. Please go to our club website and look under the NordicCon tab where you will find all the registration materials. Print off as many forms as needed. You will need an entry sheet to list all of the models that you are entering and you will need to complete a registration form for every model or collection you are entering. Once you have those completed, bring the forms along with your \$10 entry fee to the next meeting. We will be there collecting entry fees and processing the forms. This is important because it really helps to streamline our registration process the day of the event. It reduces the traffic in the registration area and helps you get your models on the tables faster so you can go check out our vendor and flea market

areas or go buy some raffle tickets. At the meeting after we process your forms you will get the Registration Forms back but we will keep the Entry Sheet. Should complete or find additional models between the club meeting and the event. Simply fill out new Registration forms for them and go to the Registration desk upon arrival for processing.

Something different this year is that we will be charging for admission for anyone 18 and older. If you are entering models into the show you admission is part of the entry fee,, but upon arrival, you'll want to show your registration forms to the person working security where you will receive a stamp showing that you are a paid entrant. After that you may proceed to putting your entries on the contest or display tables.

As always for an event like this we need your help! Also on the tab for NordicCon on our web page is a signup sheet for volunteers. Please go there and signup. Simply fill out your name and contact information

and choose what activity(ies) you would be interested in helping with. We have a wide variety of positions open. The areas we typically need the most help is Setup and Tear down. We have the space between 7am and 6pm so we need to make sure that we done and out of the venue by 6pm. Most positions only require about an hour of your time and sometimes it's just to give the people running that part a quick lunch break or a chance to see the show themselves. Please consider signing up for something.

Finally, we can always use more raffle donations. This is what helps to fund the event from year to year. I will continue taking donations at the meeting and even the day of the event. Anything you can provide is greatly appreciated.

Thanks for your support and I look forward to seeing you at NordicCon 2014, October 25th at Base Camp located at Fort Snelling!





On The Table—September 2014

Modeler	Kit	Manufacturer	Scale
KEITH BRUSTEN	T-90	MENG	1/35
JOHN P. ROSS	WESTLAND WHIRLWIND	TRUMPETER	1/48
JOHN R. ROSS	F-16C TIGER MEET	REVELL	1/72
JOHN R. ROSS	F-16 DEMO TEAM	REVELL	1/72
DENNIS STRAND	SPITFIRE MK.I	TAMIYA	1/48
DENNIS STRAND	SPITFIRE P.R. XIX	AIRFIX	1/48
BOB STEINBRUNN	USS KIDD	BLUEJACKET/SHIPCRAFTERS/ SCRATCH	1/192
BOB MADERICH	FERRARI F-40	TAMIYA	1/24
BOB MADERICH	1934 DUESENBURG	MONOGRAM	1/24
BOB MADERICH	1953 HUDSON HORNET	MOBIEUS	1/24
DAVID GATTS	FW 'FLITZER'	REVELL	1/72
DAVID GATTS	FW 183 'HUCKEBEIN'	PIONEER	1/72
DAVID GATTS	SU-7IG	KIT BASH	1/72
DAVID GATTS	SU-17/20	KIT BASH	1/72

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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