



Hasegawa 1/48 Grumman Hellcat F6F-5
by Mark L. Rossmann

Indochina Hellcat
by Mark L. Rossmann

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.

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. King Cobra, C-47's, Invaders, Hellcats on through to Bearcats, Corsairs, the French war effort in the air had a truly broad spectrum of aircraft.

The French Aeronavale received 124 F6F-5s and 15 F6F-5Ns in 1950. Squadrons were deployed aboard the carrier

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TCAH Officers

President, Robert Maderich II
Vice-President, John R. Ross
Secretary, Marty Agather
Treasurer, Dennis Strand
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

Send articles to:
Bob Arko
6417 Rice court
Lino Lakes, MN 55014
boba@arkokraft.com

Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday June 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



From the Prez
by Bob Maderich II

Welcome to the June newsletter!

We had a great May meeting and I must send out a special thanks to Bernie for his informative talk on how to use Future on your models. Stay tuned for Bob Steinbrunn's June Seminar on his gorgeous 1/18 scale Duesenberg SJ. Here's how to turn a sow's ear into a jewel! We've got some excellent speakers in July and August and maybe a little surprise for September.

Whenever I go to a model show/contest, I'm always perplexed by the disparity between WWI and WWII planes. Well, after finally finishing the new Revell Stearman, now I know why. One word: RIGGING! Wow, it's a test of one's patience, (but to be truthful, what modeling project is not) but I encourage you to give a biplane a try. There are great kits out there, (i.e., Wingnuts, Eduard, Revell) in various scales and a boatload of aftermarket goodies to dress 'em up.

So, try something new, something you haven't done before. (It might be that kit for the club challenge that's been staring at you for years from the shelf) To your delight and surprise you'll have a good time and hopefully learn a thing or two. See you on the 13th.

From the VP
by John R. Ross

Closet of Doom challenge

So let's get this challenge kicked off. A couple of months ago we voted to hold a club challenge that will culminate at our Club Contest in January of 2016. While we authorized the challenge we need to put some rules or guidelines around it. As you may know we called it the Closet of Doom Challenge, so what does that mean? Many of us have a SSR (Strategic Styrene Reserve) that is full of good intentions. For some of us this is a few kits and for others it's a few hundred. So to make this simple what you select should either be your oldest kit or one that has been in the SSR for 5 years. Not looking to see a build of the latest and greatest molds here. The kit can be anything and can be built anyway you want, so if you want to do Out of the Box, you can. If you want to buy every piece of aftermarket details, go for it. For those that can't or don't want to build something but would still like to be part of the challenge, this can apply to the same criteria from your reading library or whatever source you prefer. But instead of a finished kit, we would be looking for a book report, an article or something about the subject of the book, a person, an event, etc... Remember we have a shortage of newsletter articles so this could be candidates to help make more for our newsletter.

The project(s) don't have to be individual entries, you might choose to buddy up with someone and work on the entry together. A builder could pair up with a writer and document the build and a history of the

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Airline Chatter

by Terry Love

Virgin Atlantic will schedule their new Boeing 787 Dreamliner on their

London to Chicago route.

Skymark Airlines of Japan and ANA - All Nippon Airways - have merged. ANA will be the survivor.

United Airlines will dispose of all 50-seat commuter airliners from their fleet this year. Also, United changed an order for 10 Boeing 787

Dreamliners to 10 Boeing 777-300ERs. United is also life-extending 21

Boeing 767-300ER aircraft for long term usage like installing winglets.

Easyjet Airlines of Britain took delivery of its 250th Airbus A-320.

Alaska Airlines will begin routes from Seattle to Nashville, Raleigh, and Charleston. Also, Alaska will fly Los Angeles to Baltimore and Los Angeles to Costa Rica. (ALAKSA AIRLINES IN COSTA RICA --- hmmmmmm).

Airbus announced that the Airbus A-380 double-decker jumbo jet now has 317 built for 18 customers worldwide.

Cathay Pacific took delivery of its 67th Boeing 777-300ER with 3 more still on order.

Malaysia Airlines, after two accidents last year, is downsizing due to lack of demand. They have for sale, 6 Airbus A-380s, 4 Boeing 777-200ERs, and 2 Boeing 747-400 freighters.

Qatar Airlines is coming to Atlanta, Boston, and Los Angeles

with non-stop flights from Qatar. They are adding a second daily flight to New York.

Cathay Pacific Airlines began Hong Kong to Boston service on May 3 using Boeing 777-300ER aircraft.

Avianca Airlines ordered 100 Airbus A-320s.

Jet Blue Airlines will start flights on July 3 from New York to Havana, Cuba after all government approvals. This will be the first government approved flights from the U S to Cuba since National Airlines ceased service in 1960.

United Airlines is dropping routes from Newark to Stockholm and Oslo.

The airlines of the United States operate 27,000 flights per day. They

transport about 50,000 tons of cargo daily, fly about 2.1 million passengers, and they are about 5% of the U S economy.

Southwest Airlines has 31 Boeing 737-700s on order. Southwest just converted the order to its larger brother, the Boeing 737-800. The 737-800 has much greater capacity.

Virgin Atlantic Airlines will retire its last Boeing 747-400 next April.

Treasurer's Report

by Dennis Strand

The club welcomed Dave Evans as a new member during the May meeting. We also paid off expenses from April's food fest and covered several club contest gift certificates, which were turned in by our talented model builders.

The total amount of expenses came to \$326.16, giving us a balance, as of 5/15/15, of \$4845.50. Our membership stands at 77, which includes 8 "life" members.



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subject. You can build and write. Whatever works for you. Our goal is to have these completed for the January contest, plus then you'll even have something to take to Rochester with you... If you finish it early enough you might even think about entering your item into NordicCon...

We'll plan on going over this at the next meeting and asking if we want to have any other rules but our goal is to keep it simple and get as many people interested as possible.



Secretary's Notes

by Marty Agather

May 2015 Meeting

NEW MEMBERS OR GUESTS

Dave Evans joined this month

TREASURER'S REPORT

76 Paid Members to Date

VENDOR REPORTS

Roll Models
Scale Aircraft Conversion Buddy Refueling Pod
Nieuport at War
Hobby Boss Corsair Mk 2
Revell 190 F-8 US retail is \$ 30 EU 2x
A Model Dehavilland

400

Thunder over the Reich
He 162 JG 1

Axel
Waffen is the equivalent of Squadron In Action - B&W photos

OLD BUSINESS

Club Challenge: Shelf of Doom. January for Display

NEW BUSINESS

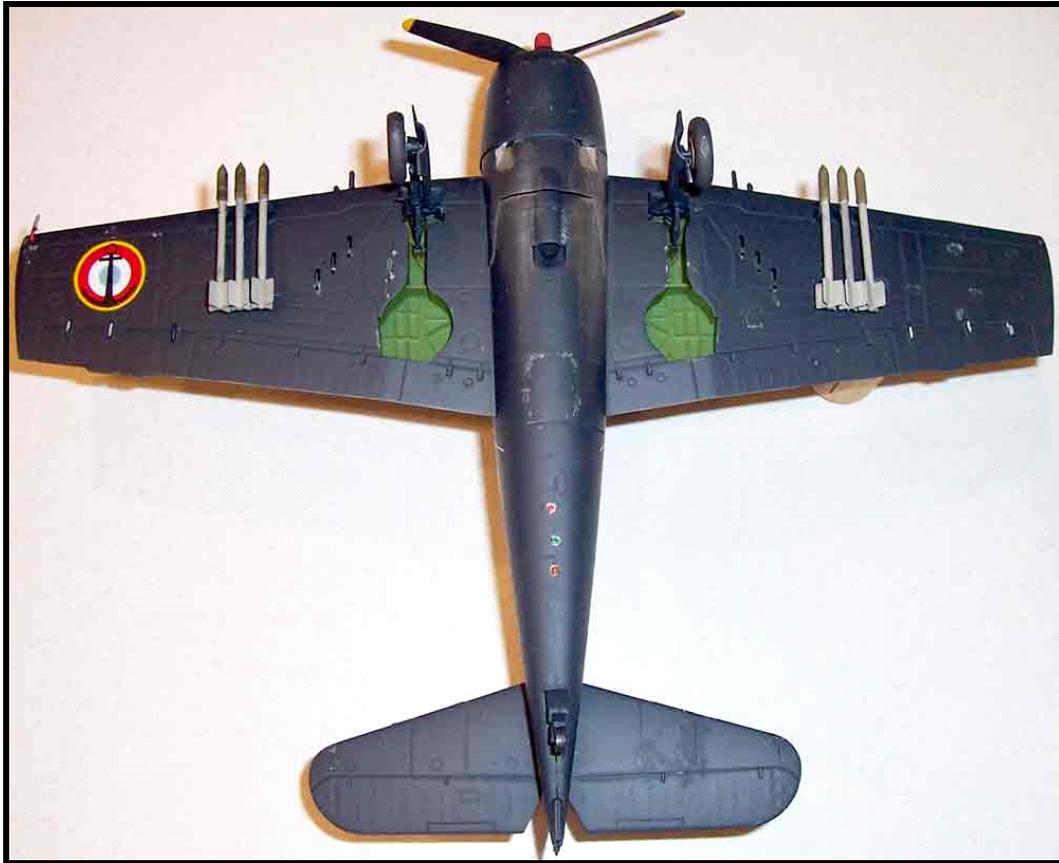
Mark Rossman Various news details.
AXEL Eastern
Europe: Ukranian partisans not pacified until 1949
Last German Weather-unit in Northern Coast Spitz Bergen Sept 1944
John Ross:

June 5-6 Air show at Anoka Airport
July 4-5 Blue Angels

MONTHLY TOPIC

Bernie Kugel demonstrated the use of Future in scale modeling





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Arromanches, used in action in the ground-attack role in Indochina up to 1954.

As the attrition of the Seafire's and Dauntlesses occurred, the F6F-5 Hellcats and SB2C Helldivers began to replace them, no carrier had been sent to Indochina for two years (1949 and 1950). The situation was deteriorating; the CV Arromanches led by Capitaine de Vaisseau Granger-Veyron, cast off in August 1951 with two squadrons. The 1F squadron equipped with F6F Hellcats, led by LV Varela de Casa and the 3F squadron, led by LV Waquet equipped with SB2C Helldivers. CV Arromanches remained in Indochina until May 17th, 1952; the missions of the two squadrons were strikes against bridges, roads, railroad tracks and CAS. During these missions casualties occurred as LV Gautriaud and SM Jacq of the 3F squadron, LV Lenglet flight deck officer and SM Geoffroy of the 1F squadron were both killed flying Hellcats.

At the end of August, returning to Indochina, the Arromanches under the command of Capitaine de Vaisseau Laha had aboard 12F squadron equipped with Hellcats, led by LV Vercken and 9F with Helldivers, led by LV Bourragué. Like previous operations, the squadrons struck communication routes between North Vietnam and China, mostly CAS missions for troops fighting in the Tonkin Delta. October 1952, the Arromanches moved west off of Thailand due to catapult problems for repairs, the Hellcats and Helldivers were transferred to Haiphong-Cat-Bi AFB.

After repair, Arromanches retrieved her squadrons, missions off the carrier continued until they were delivered back to Cat-Bi AFB. They provided the same missions working with the French Air Force. In April of 53, the CVL La Fayette took 12F and 9F squadrons on board to continue missions. In June, 12F and 9F squadrons returned to France aboard the La Fayette

The Arromanches left France on September 9th of 1953, with the 11F (ex-1F) and the 3F squadrons armed with Hellcats and Helldivers, commanded by LV Castelbajac and LV Marmier. Missions again consisted of CAS and strikes over North Vietnam. In December, an 11F Hellcat was shot down north of Hanoi, with its pilot KIA.

In January 1954, the squadrons began missions over Dien Bien Phu, In March LV Doe de Maindreville of the 11F and his aircraft crashed in Along Bay. 11F then transferred to Haiphong Cat-Bi, while 3F transferred to Hanoi-Bach-Mai. Further losses occurred in subsequent months, 11F losing a Hellcat and pilot KIA over Dien Bien Phu, the commanding officer of the 3F crashed near Meos, the Hellcat of LV Klotz (11F) was shot down but he survived, SM Robert's Hellcat was shot down but he died in the captivity of the Viet-Minh..

On May 7th 1954, the retreat of Dien Bien Phu occurred, the French Navy units continued to carry fight to the Viet Minh until July 21st when the treaty at Geneva was signed. Losses occurred, in May a 14F Corsair and pilot were lost, a Hellcat and pilot of 11F were lost in June and the last casualty a Corsair and pilot of 14F in July.

3F and 11F squadrons remained in Indochina until September when they were flown aboard CVE Dixmude, arriving back in France in November.

The last French naval missions were carried out from January to June 1956 by the CVL La Fayette armed with F4U-7 Corsairs belonged to the 15F squadron.

The Model:

This is a Hasegawa Hellcat that was built in the late "90's" with U.S. naval markings of the PTO. It was seeing its age, so I stripped off decals and the small parts and repainted it with Testors rattle can Dark Sea Blue. Final touch up to over sprayed areas and some weathering provided the matt for a new set of decals, dull coat spray finished it off. This represents a Hellcat from Flotilla 1F, flying off the Arromanches in 1952.

Decals are from Berna Decals in France, (BD 48-24) F6F-5 Hellcat. It contains decals for Flotille 1F, 12F, Escadrilles 3S and 57S, cost was about \$18.00

The rebuilt model, I think, turned out to satisfactorily represent a French Hellcat.

References:

1. Time Life – World War II "The Aftermath : Asia"
2. Berna Decals – BD 48-24.
3. Air War Over Indochina Website – by William Alcott
4. French Fleet Air Arm Site(www.ffa.net)



Survey Results

by John R. Ross

As promised here is a summary of survey results. As stated before we had a very modest turnout for the survey with just 11 responses out of over 70 members. Thanks to those that took the time to complete the survey and share their opinions. So let's get started, the first question of 'What do you LIKE MOST about the club?' got the responses that you enjoy the comradery of meeting with other like-minded individuals. You enjoy the show and tell and hearing what others build and how they achieved the results they got.

The second question 'What do you LEAST LIKE about the club?' garnered some interesting results ranging from comments about the past and wanting to get back to our roots to people looking for change and more involvement from the club members. I think the overall feeling from the results I found was just that we want more focused meetings and more involvement from our members,

more presentations and more newsletter articles.

The third question 'What do you LIKE MOST about meetings?' was really a lot of the same answers we saw for the first question.

The fourth question 'What do you LEAST LIKE about the Meetings?' while it also was a lot of the same answers we saw for the second question, we did see some comments about removing the business aspect of the club from the meeting.

The fifth question 'What do you think the Meetings are for?' seemed to have a strong consensus that it's about swapping information or sharing.

The sixth question 'What is the Club About to you?' again this seemed be more about meeting and talking with like-minded individuals and sharing ideas and techniques.

The seventh question 'What, if any, changes would you like to see the Club make?' while most of the comments said they would

not change a thing the remaining comments were split between getting back to the original club and making the club more inclusive.

The eighth question 'What, if any, changes would you like to see the Meetings make?' the overwhelming response here was time management on all aspects of the meeting. Get rid of rambling commentary and keep things short, sweet and to the point. Also lots of comments about our speakers and how we treat them. In particular we have a full house for the first part of the meeting and less than 25% for the speaker. We should probably have a discussion about this as the meeting means different things to different people.

In summary, while we have some room for tweaks, it seems that the club likes the way things are, while there is always room for improvement, it doesn't seem like we have a huge need for any major course corrections. Thanks again to those that took the time to respond.



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 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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