



## Monogram C-47 By Mark L. Rossmann

### Indochina C-47 by Mark L. Rossmann

#### **History:**

The Douglas C-47 is the most widely used post-WWII era transport plane, going by the official U.S. name of Skytrain or Dakota by Commonwealth countries. Developed from the civilian Douglas DC-3 airliner, it was used extensively by the Allies during World War II and was vital to the success of many Allied campaigns.

In Europe, the C-47 and a specialized paratroop variant, the C-53 Skytrooper, were used in vast numbers in the later stages of the war, particularly to tow gliders and drop paratroops. During the invasion of Sicily in July 1943, C-47s dropped 4,381 Allied paratroops. More than 50,000 paratroops were dropped by C-47s during the first few days of the invasion of Normandy, France, in June 1944, and eventually airlifted supplies to the embattled American forces during the Battle of the Bulge and transports for the ill fated Operation Market Garden.

In the Pacific War, with careful use of the island landing strips in particular those at Guadalcanal and in the jungles of New Guinea and Burma, where the C-47 (and its naval version, the R4D) made it possible for Allied troops to counter the mobility of the light-traveling Japanese army. Additionally C-47s were used for ferrying soldiers serving in the Pacific theater back to the United States.

However it's most influential role in military aviation, in the

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**TCAH Officers**

**President,** John R. Ross  
**Vice-President,** Robert Maderich II  
**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 Change of Address Notice to:  
Dennis Strand

**TCAH This Month**

The monthly meeting will be held Saturday March 12, at Fleming Field, South St. Paul, beginning at 1:00 pm.

**ANNUAL CLUB AUCTION**



**From the Prez**  
*by John R. Ross*

Another month under our belt and we are almost out of the winter (Building Season), but we do have the state tournaments coming up, so we are not out of the woods yet.

Last month we had the "Hope it Don't Snow" show in Rochester, and I'd say we represented the club very well, not to mention that we got to spend time with other modelers and share ideas and tips. Over the next few months we have a number of other shows in the area that are only a short drive away. Please consider attending one of these, even if you're not going to enter anything in the contest. You will likely be rewarded meeting other modelers, see a lot of great work, and likely to find something at one of the vendors at the show, plus you can take in some of the local culture depending on where the event is and what interests you.

As many know March is our Auction month. This is our largest fund raiser of the year for the club and a chance for you to donate some of the kits you may never get to, no longer want or taking up valuable space for

something else. The flip of that is you also get a chance to restock at a good value while helping out the club. Please take a few moments to pick out those items you would like to donate and bring them to the March meeting. Last year we made nearly \$1000, this year I'm hoping to jump over that number and set a new mark for next year, but we can't do that without your help.

April brings our club awards and a tradition of having lunch for the members. I intend to get some ideas of what the club would like to see for this before the auction in March. So yes, I'll put the food discussion in front of the model auction. Give it some thought and we'll discuss....

Finally, we keep hearing that our club is getting ready for the clubs 50th anniversary and some thought that it was this year. After talking with Tom Norrbohm, it would seem more fitting for next year to be our 50th anniversary. The first meeting was held in December of 1966, and the rest started in earnest after that. So we will not likely celebrate the anniversary until next year. Have a great month and hope to see you at the meeting!



**Airline Chatter**

by Terry Love

Iran just received over \$100 Billion from the treaty with the United States lifting sanctions and Iranian nuclear treaty. The first thing that Iran did with the money was to order 118 Airbus airliners - not Boeing. Cost of deal is more than \$27 Billion. Ordered were 45 Airbus A-320s, 45 Airbus A-330s, 16 Airbus A-350s, and 12 Airbus A-380s.

Delta Airlines earned \$4.53 Billion in the year 2015. United Airlines earned \$4.5 Billion in the year 2015. Jet Blue earned \$677 million in the year 2015. Hawaiian Airlines earned \$37.9 million in the year 2015. Southwest Airlines earned \$2.18 Billion in the year 2015. American Airlines earned \$7.6 Billion in the year 2015.

Boeing is cutting the production rate of the 747 model to half per month or 6 per year.

Gulf Air ordered 19 Airbus A-320s for about \$2 Billion.

Boeing said that the record for most active airliner in the world is Boeing

727-100F, HK-727, flew with the same tail number for 49 years. It was delivered to Avianca Airlines in 1966, and finally retired last year with about

140,000 hours on the airframe.

Boeing is increasing the production rate of the 737-800 model to 57 per month.

Southwest Airlines, as of December 31, had a fleet of 704 aircraft. Southwest took delivery of 24 new Boeing 737-800s, and 24 Boeing 737-700s. Southwest retired 40 Boeing 737s.

ANA ordered three Airbus A-380s worth \$1.3 Billion.

Travel Service, a Czech airline, ordered 16 Boeing 737-800s. Deal is worth almost \$2 Billion.

Emirates Airlines of Dubai will take delivery of 21 Airbus A-380s and 16 Boeing 777s this year. Cost is about \$15 Billion. Emirates serves 150 destinations in 80 countries. They have the largest wide-bodied fleet in the world. Emirates plans to retire 26 airliners this year including all of their Airbus A-340s and some Airbus A-330s. They presently have 247 aircraft in their fleet with 257 aircraft on order.

Boeing announced a contract for 2 Boeing 747-800s that will become Air Force Ones. The present Air Force Ones are nearing the end of their 30 year life cycle. The present Air Force Ones are Boeing 747-200s.

Philippine Air Lines ordered 6 Airbus A-350s valued at \$1.8 Billion.

Okay Airlines of China, ordered 12 Boeing 737-800s worth \$1.3 Billion. The Chinese Communist Government placed the order for the airline.



**Treasurer's Report**

by Dennis Strand

We had another new member join TCAH last month. Please welcome Richard Chamberlain from Elk River. He brings our membership to 72 at this time.

Our expenses for February were \$155.00 for gift certificates mostly earned by our members in the recent club contest and \$16.39 in printing costs for our January 2016 club roster. We took in \$30.00 from membership dues, giving us a grand total of \$4964.11

Please bring lots of "goodies" for our auction in March. This event could boost our club revenues by a good margin.



**OLDEST JET AIRLINER TAIL NUMBERS**

Registration	Type	Year Delivered	Original Operator	Current Operator
N68049	DC-10-10	1974	Continental	FedEx
N68053	DC-10-11	1975	Continental	FedEx
EP-IAG	747-200	1976	Iran Air	Iran Air
EP-IAH	747-200	1976	Iran Air	Iran Air
EP-IAC	747-SP	1977	Iran Air	Iran Air
C-GDPA	737-200	1980	Dome Petro	Canadian North
C-GOPW	737-200	1980	PWA	Canadian North
C-GSPW	737-200	1981	PWA	Canadian North
N705AA	727-200F	1981	American	Asia Pacific



*(Continued from page 1)*

backwaters of the CBI theater, was flying "The Hump" from India into China, keeping the U.S., British and Chinese forces supplied in this all too forgotten theater of war. To do this the C-47B was developed with more powerful engines and increased fuel capacity. By flying "The Hump" the experiences and training was later to be used in the Berlin Airlift, in which the C-47 played a major role, until the aircraft was replaced by the Douglas C-54 Skymaster.

The C-47 / DC-3 remains in front line service with smaller military and civilian operators.

I have been interested in the

Indo-China and Korean conflicts of east Asia, especially with the use of WWII aircraft and the transition into the jet age. Many interesting models can be made that overlap this era.

The French extensively used the C-47 in all the rolls that it performed in WWII, during the Indo-China conflict as this one depicts.

**The Model:** Is the Monogram C-47. One significant problem was the clear windows which came in nice strips. However, there were raised tabs in-between the windows which prevented them from being inserted. Had to cut each individual window out of the strip

and install individually. Also, I built the hinges for the back cargo door, so it would protrude away from the aircraft when opened.

**Paint:** Testors rattle can Olive Drab, silver and yellow, darker rudder is Tamiya AS-6.

**Decals:** From France, Berna 48-08 Douglas C-47. Up to three aircraft can be built but you only get roundels for 1 aircraft. An all silver from GT1/64 "Bearn" at Ton Son Nhut in 1953, a black undersurface and silver upper for GT2/63 "Senegal" at Nam Dinh in 1954 and the one I chose to do, the GT2/62 "Franche-Comte" at Na San (Tonkin) in 1953. The

*(Continued on page 5)*



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only information I could find depicting this aircraft was on the decal sheet.

Please see an article written on the "The Voice" the Psyops C-47 used by the French in Indo-China, in the December 2012 newsletter.

References:

1. Rand McNally World War II Airplanes – Vol. 2 by Enzo Angelucci and Paolo Matricardi
2. Berna Decals – BD 48-18.
3. Air War Over Indochina Website – by William Alcott



## He Likes Airplanes

by Dennis Strand

My first memory of an airplane was a model hanging from the ceiling of my bedroom. I occupied the top bunk and it hung, just out of reach, at eye level, when I was lying in my bed. I believe I was six or seven years old and I studied every detail intently. It is still etched in my mind and I have determined that it was a 1/48 scale SPAD XIII by Aurora. It was unpainted and without rigging. It just appeared. My memory becomes a little vague after that. I have no recollection of an explanation about what it was or who put it there from my parents. I had always assumed that my father built it and hung it in the room where my brother and I slept, but it may have been constructed by another relative or even a neighbor. I guess I will never know for sure.

A few years later, my uncle gave me a 1943 aircraft "Recognition Pictorial Manual" from the Department of the Navy. He had entered an aviation cadet program in high school during the latter part of WW II. He graduated and began US Navy flight training. I know that he flew the Stearman and perhaps the NE-1, which was the USN version of the Piper J-3 Cub. He said the Navy had enough pilots at that time, so he was sent to school to become a navigator. I think that he probably "washed-out" of flight school fairly early, but I never pressed him on the subject. He apparently flew several anti-submarine patrols over the Gulf of Mexico as a crew member in a Twin Beech trainer, which the US Navy designated the SNB-1.

At any rate, I paged through

that recognition manual over and over. I learned about many aircraft from the major players in WW II. There were sections on the US Army, US Navy, U.K., Third Reich, Japan, Italy, and although there was an indexed section marked Russia, there were no Russian aircraft depicted. I found this book fascinating and I was hooked. Although intrigued by aviation history in general, the appeal of aircraft that were flown during the 1935-1945 time period have always remained prominent for me. Not to diminish the worth of WW I or jet age aircraft, the airplanes of WW II are just "cool"!

I built plastic models of the airplanes that I found in my book and hung them from my ceiling. I also started my own book collection that keeps going to this day. With my interest in airplanes established, I joined the Civil Air Patrol when I was 14 and participated in the program for a couple of years. During this time, I continued building models and collecting books.

Soon after I graduated from high school, I was drafted. I went through Basic and Jump School and was trained and served as a Parachute Rigger and Air Delivery Specialist. After discharge from the US Army, I attended college and graduated with a BA Degree in Liberal Arts. I then went to technical school and earned my FAA Airframe and Power Plant Certificates. I was employed as an aircraft mechanic for almost 9 years, during which time I acquired my Private Pilot License and Ground Instructor Rating. Around this time, I sold all my unbuilt models and gave away all the ones I had built, but I kept most of my aviation reference books.

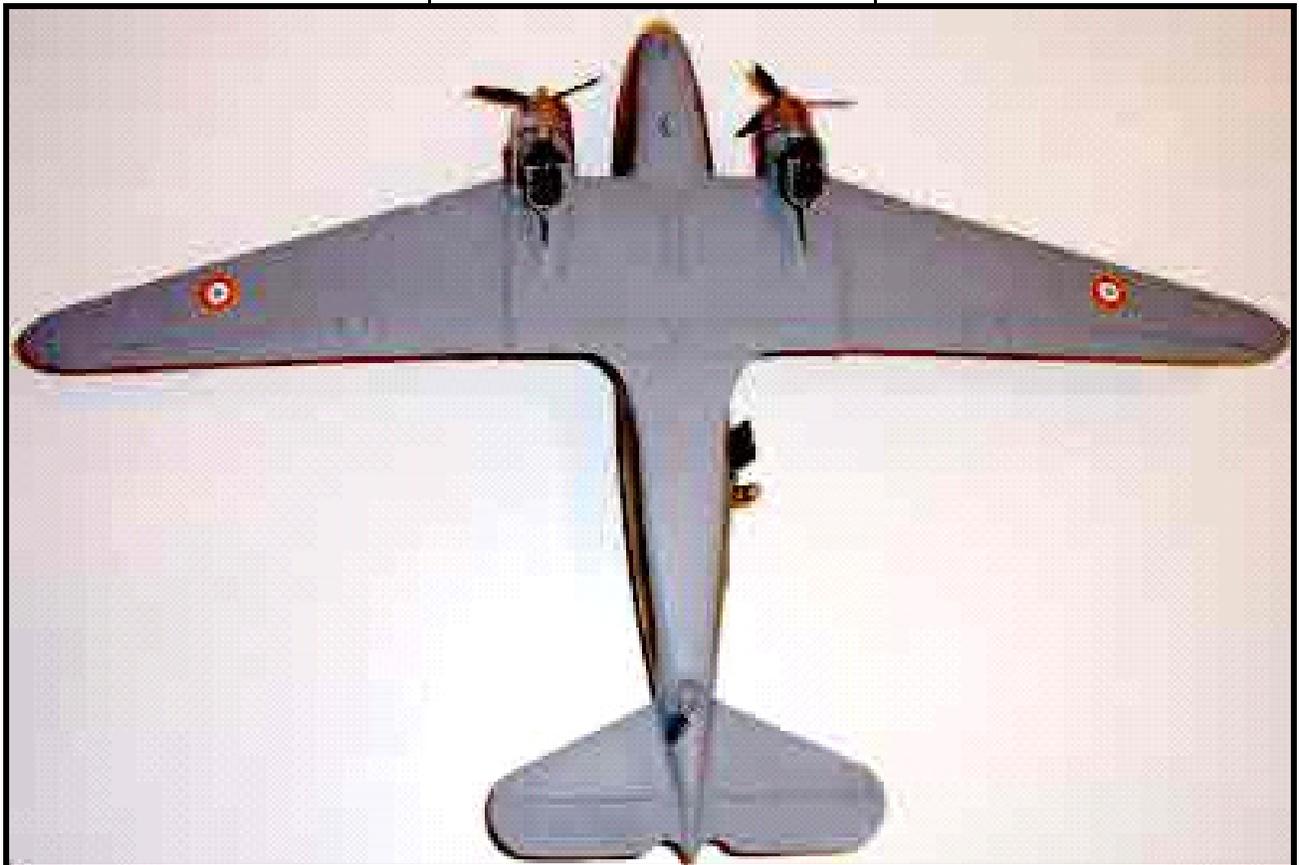
Eventually I got a job in

human services. A field that I had gone to college for and drifted away from aviation. Although, I did maintain my membership in the Experimental Aircraft Association, which I had been a member of since 1972, just to keep in touch. Time went by and I had not built any models in quite a while. Then my passion for research and building models of WW II aircraft was rekindled. This passion was inspired by the fact that the detail level and accuracy of the kits, as well as products and accessories for the hobby had advanced to a surprisingly high level. Books and other reference materials became available and finally, the use of the internet, which is almost made to order for the interaction of the often times isolated modeler, became widespread. I started buying models and books once again.

Somewhere along the line, I found out about the Twin City Aero Historians and the rest is history. Because of the advice and encouragement that I have received from club members, I must admit that my skill set of modeling techniques has greatly expanded. I think this is an excellent hobby and has proven to have many benefits for me.

On this 50<sup>th</sup> anniversary of the TCAH, I can only hope that this organization, as well as its goals and traditions, continues for the next 50 years.





## 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.



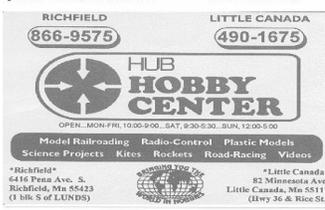
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