

PBYs of 333 Squadron

The Internationals — Norwegians in RAF Service — Part IV — (Final Installment) by Johannes Allert

There's been a general overview as well as some personal accounts from the pilots; however there's an obvious item missing from this and I've saved the best for last: markings and color schemes. After all, what would an article in a Newsletter of a modeling club be

without references?

All aircraft sported the standard RAF camouflage; however, the Norwegians did manage to set themselves apart by applying the colors of their country's flag to their A/C. On many Hurricane's, Spitfire's, Mosquito's, PBY's and Northrop's, Norwegians applied the "Battle Flag" underneath the cockpit, or somewhere on the fuselage. As time progressed, they became

more bold in their application of their national colors (much to the chagrin of the higher echelon in the RAF), by applying "pin striping" to either the fuselage, spinners, tail, wings and even the gun covers of the 20 mm on the Spits. Below are some examples in profiles (the Spitfire profiles are in color in the Newsletter posted on the club website).

*(Aircraft Profiles begin on Page 5;
Text continued on Page 6)*

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Vice-President, Bob Ferreira

Secretary, Larry Donovan

Treasurer, Tom Norrbohm
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Newsletter Info

Article Submission Deadline: 22nd of each month.

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TCAH This Month

The monthly meeting will be held Saturday November 11, at Fleming Field, South St. Paul, beginning at **12:45 pm**.

This month's meeting includes election of officers and the annual club **AUCTION**.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

GENERAL MEETING MINUTES – October 2006

Meeting was called to order at 1:30pm by Vice President Bob Ferreira on October 14, 2006.

Old Business

No Old Business was discussed at this meeting,

New Business

Club Auction is next meeting- bring your tired huddled masses from your shelves of doom and bring your cash and checks yearning to be spent in wild abandon. Books, decals, after-market accessories also accepted for your shopping pleasure!

Johannes Allert reminded the club about the Sabre/Mig contest in December. The widow of the late John Hennessy has donated tools, supplies, kits, and magazines.

Steve and Ken made a presentation on bidding for the IPMS National Convention for 2009. A updated listing of responsibility categories will be posted on the club website. John Roll communicated that the South West Minnesota IPMS chapter expressed an interest in helping with the event, with that chapter also suggesting all the Minnesota IPMS chapters sponsor the bid/Convention.

IPMS News-John Roll communicated that Jack Bruno, the Region 5 coordinator for the National IPMS has stepped down from the position. Any IPMS members interested in nominating themselves for the position should contact the national organization no later than November 11, 2006.

Ken Hornby brought up the topic of sending kits and modeling supplies to the troops in the Mid East, which the club had previously discussed doing last year. Motion was made and seconded that the Club donate \$1500 to the model clubs run by the troops overseas. Voice vote was taken and

Treasurer's Report

October 2006

By Tom Norrbohm

This will be my last column as Treasurer as I turn over the reins to the new Treasurer-Elect after the November meeting. For those of you thinking of running for this office let me tell you your responsibilities.

1. As Treasurer you will collect and distribute monies as the club sees fit via club dues and other functions.
2. Submit a monthly Treasurer's Report for the newsletter.
3. Print and mail address labels to the person in charge of printing and mailing the newsletter.
4. Update and maintain the club roster, putting out an annual roster for the membership after the dues renewal period.

The new treasurer will also have to accompany me to my local bank to get the signatures changed. I checked and this is how it is now done.

Since my last column our profit margin from Nordic Con shrank some due to more expenses coming in. Our profit as of 10/25/06 is \$601.00. Our balance is \$6021.36. There was no income for the month of October and our expenses were \$212.01.



motion passed without opposition. Roll Models and Wings and Treads will help coordinate packing and shipping the models and supplies.

No Business meeting will be held this month.

Meeting adjourned at 2:15pm for a wonderful presentation on the 320th Bombardment Group in the

(Continued on page 3)

From the President

By Steve Erickson

Welcome to November and the end of my term in office. First I want to thank Dennis Strand for providing a guest speaker. I hear he was excellent. Second, its auction month, so dust off those closet queens.

I also want to express my thoughts on our appropriation of \$1500 for models for our servicemen overseas, which seems to have caused some discord among the club. One would think a strong bank balance would be a good thing, not a matter of contention, but this club has always been sensitive about money. That's why as President I have always been up front and in the open about matters concerning money. I have made it a point to inform ALL members about any spending proposals. While I do support the appropriation for our servicemen, I regret the hasty manner in which it was done. Such a large expenditure needs to be presented to the entire club, preferably in the newsletter, so no one feels left out. The money belongs to the entire club, not just those members present on any given Saturday. If this had been an emergency, someone should have contacted one of the officers and a proposal could have been drafted for our web mail to inform as many members as possible before hand. Then it would be presented at the meeting. Yes, it would be nice to send a holiday gift package, but informing the entire club is important. Receiving a package in February or March would have reminded our servicemen that we think of them all year long, not just during the holidays.

That said, what's done is done. It's election month and clearly time for new leadership, so step up and run for office. I remind you that your officers can only be effective if you keep them informed of issues of concern. I wish the new officers luck, and please give them the support they deserve .

Thanks to all those who helped me this year.
Steve



NOVEMBER MEETING AGENDA

The November meeting will come to order at 12:45pm. This is so that we can get a head start on the nominations and elections of club officers.

We will then VOTE by ballot with the membership filling in who they want in office. At the bottom of the ballot, we will also post the question to the voter as to whether or not he supports TCAH putting in a bid for the 2009 IPMS Nationals by circling YES/NO.

Hopefully this will be done by 1pm or 1:15pm so that we may get underway with the auction as it will be a long day for everyone. Any other business, if important, will also be covered BRIEFLY!



(Continued from page 2)

Med Theater during World War Two. Presentation by slide show and very detailed mounted profiles was by Franz Reinsdorf, PhD. The club thanked Dr. Reinsdorf for the presentation and Dennis Strand for making the presentation possible.



AIRLINE CHATTER

by Terry Love

Airbus announced new delays on their Airbus A-380 super jumbo blaming wiring installation problems, which have already pushed the project a year behind schedule.

Federal Express will buy 90 used Boeing 757-200s to replace its fleet of Boeing 727s. Cost will be \$2.6 Billion.

Ryan Air, the king of low cost airlines in Europe, ordered 32 more Boeing 737-800s worth \$2.5 Billion.

Boeing announced that with the above Ryan Air order, the Boeing 737-800 has received more than 500 orders for the second year in a row. It is a good year for Boeing. The Boeing 787 Dreamliner has received 110 orders.

Singapore Airlines just keeps or expanding. They ordered 20 more Boeing 737-900s with blended winglets for \$4.52 Billion. This order also is to cover the lengthy delays of the Airbus A-380 super jumbo airliner.

Travel Services, an airline of the Czech Republic, ordered two more Boeing 737-900ERs with blended winglets for \$150 million. This brings the airline's total to 19 of the 737s in their fleet.

Jet Blue, the low cost airline, sold 5 of its new Airbus A-320s to Blue Wings, the German charter airline. Jet Blue is having financial troubles.

Emirates Airlines of the UAE, ordered 10 more Boeing 747-400 freighters worth \$2.8 Billion on tap the growing Middle East air cargo traffic.

Northwest Airlines will add routes from Detroit to Brussels, Belgium and Detroit to Dusseldorf, Germany on May 7. Northwest is also adding Hartford to Amsterdam on July 1. NWA will use Boeing 757s with the new winglets. NWA had 507 daily departures from Detroit.

Lufthansa ordered 35 new airliners from Airbus - a mixture of A-320s and A-319s.

Northwest Airlines orders 72 new jets!!!!!! Yes, NWA ordered 36 Embraer 175s and 36 CRJ-900s. Both types are powered by GE CF-34 engines. Both jets will be configured to hold 78 passengers. The Embraer has a greater range, The Embraer will be operated by Compass Air, the new airline started up

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by NWA. The CRJ-900s will be operated by an airliner partner, hopefully Mesaba Airlines. Coincidentally, Mesaba Airlines operated 36 of the BAE-146 jet airliners before NWA, who owned the jets, started to rid them of the jet, forcing Mesaba into bankruptcy.

Tiger Airways, a new low cost airline from Singapore, ordered 8 Airbus A-320s for more than \$500 million

Boeing has been building the BBJ - Boeing Business Jet for years now. It is actually a privatized Boeing 737. Now Boeing has announced that it has orders for one Boeing 787-800, three Boeing 747-800, and three Boeing 787-900ER - all new VIP aircraft. The Boeing 787-800 offers 2404 square feet of cabin space and a range of 9600 nautical miles. The Boeing 787-900ER offers 2762 square feet and a range of just over 10,000 nautical miles.

This means that it can fly non stop anywhere in the world with 75 passengers. The Boeing 747-800 has 4786 square feet of cabin space and a range of 9300 nautical miles with 100 passengers. Boeing also offers the Boeing 767 and Boeing 777 as BBJs. Boeing has sold almost 300 BBJs.

Cathay Pacific of Hong Kong, placed the largest aircraft order in its history with Boeing. Cathay Pacific ordered 18 Boeing 777-300ERs with options for 18 more.

Singapore Airlines warned that it would cancel its order for 9 Airbus A-380s, the super jumbo jet, if there are anymore delays. That order is worth almost \$3 Billion.

Delta Airlines currently has no plans to buy new aircraft. However, Delta will obtain 10 used Boeing 757-200s from American Airlines. American is parking 19 Boeing 757-200s in January. The 757s are all formerly TWA aircraft. American still

has 124 Boeing 757-200s in their fleet after they park the 19 ex-TWA 19 757s. Delta Airlines presently has 21 Boeing 757s, but some of the older 757s (well over 20 years old) will be retired in the coming years.

Delta Airlines is embarked on a massive route reorganization. Delta wants HALF of its routes to be international. Delta has been moving their Boeing 767s from domestic routes to international routes. So far this year, Delta has moved 20 Boeing 767-400s. This is why Delta is obtaining the Boeing 757-200s from American for the replacement of the domestic Boeing 767s.

Delta Airlines has determined that they cannot make much or will lose money on domestic US routes due to severe competition from low cost carriers, so they are expanding to international routes where there is much less competition, and therefore they can earn more revenue.

American Airlines earned \$15 million in the third quarter of 2006.

Continental Airlines earned \$237 million in the third quarter of 2006.

Southwest Airlines earned \$48 million in the third quarter of 2006.

Airbus is laying off 10% of their staff due to the huge delays in the Airbus A-380.

NWA has now secured financing for their purchase of 18 Boeing 787 Dreamliners. NWA will be the first North American user of the Boeing 787. NWA will start flying them in October of 2008.

Airbus must sell 420 of the huge A-380s to break even.

Northwest Airlines is now hiring flight attendants since all flight attendants on layoff have been called back.

Donation to Annual TCAH Auction

by Johannes Allert

In May of 2006, LTC John Hennessey (USAR) was returning from his tour of duty in Iraq, when he died in an accident.

This past month his widow, Dr. Barb LeTourneau, called to ask if I could come help sort through some of his belongings. I agreed and spent the day going through his gear. He had joined TCAH in 1992 and loved the monthly raffle as well as the yearly club auction.

Amongst his items were a collection of 90 kits as well as FSM Magazines, and tools - all of which his wife had no use for. She wondered what to do with all of it, and mentioned his enjoyment with the hobby and his time with TCAH. I told her we had an auction coming up in November. She said that it would make John happy to give back to the club. It is altogether fit-

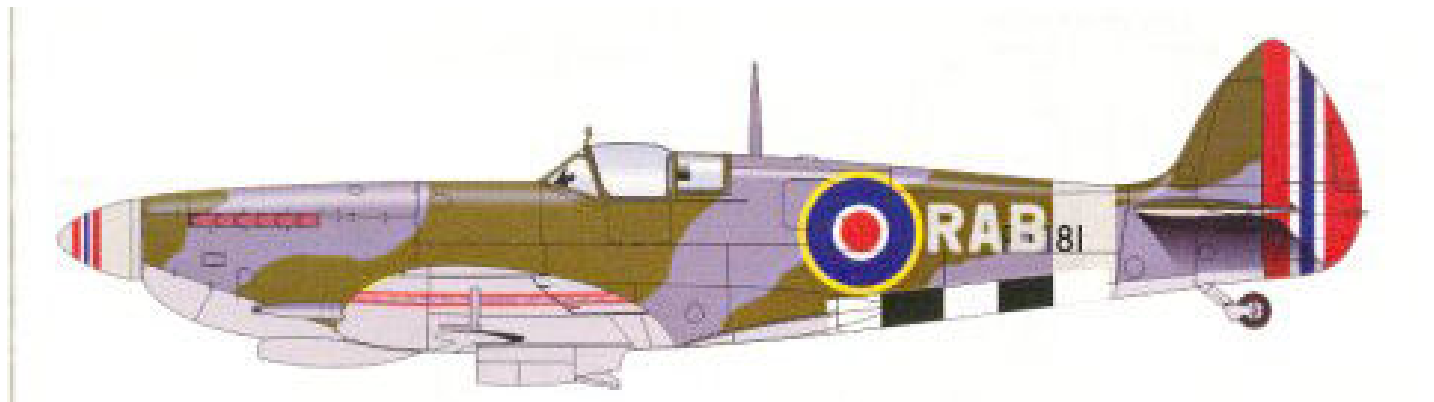


ting that the money raised at the auction goes towards supporting the service personnel overseas while promoting the hobby at the same time. I think John would have liked that even better.

One of the last items we went through, was his wallet, which had

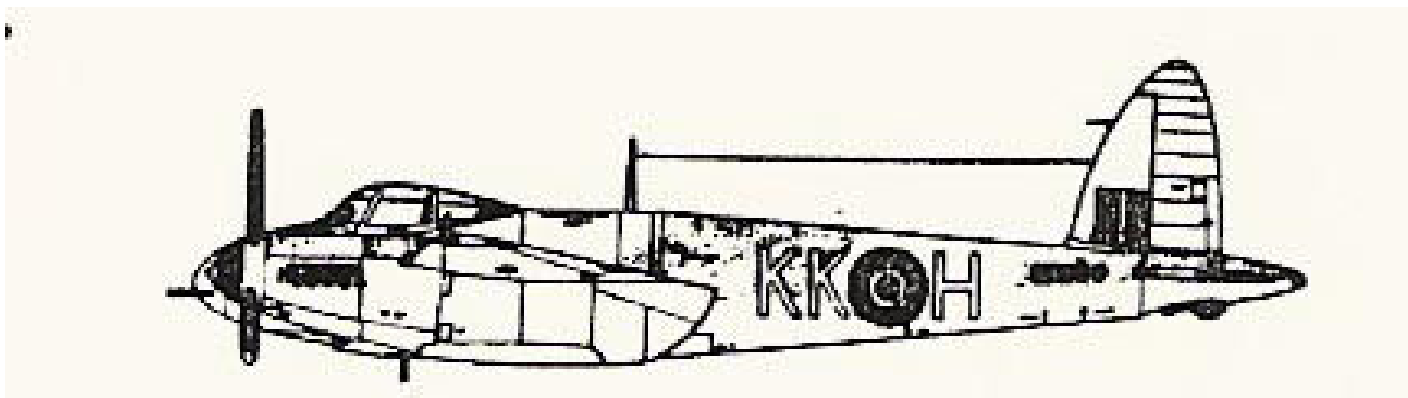
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Spitfire Mk IX e of “WingCo” Rolf Arne Berg 1945

Personal A/C of Rolf Arne Berg, Wing Commander. Markings depicted are of his last A/C before his death in 1945. Standard RAF scheme - Dark Green with Ocean Grey topside with Medium Sea Grey underneath. Sky spinner, personal initials and tail band. D-Day stripes on fuselage underside only. Red-White-Blue-White-Red “pin stripes” on tail, spinner and outer section of wings.



Mosquito Mk III of 333 Squadron 1945

Ocean Grey topside, Medium Sea Grey underside and Squadron letters and spinners. Late style roundels. Some A/C sported the Red-White-Blue-White-Red “pin-stripes” on spinners.

(Profiles continued on page 6)

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not been opened since his death. Inside were the usual items - cash, credit cards, photos and lastly a piece of paper with writing on it wrapped around the US Army “Soldiers Pledge Card”. It was a quotation that had caught John’s eye. He had copied it down and stuck it in his wallet. The quote was from Dallaire’s “Shake Hands with the Devil” - “Ah soldiers,” he said. “You know soldiers are very unusual people. On the outside, they are the hardest, most demanding,

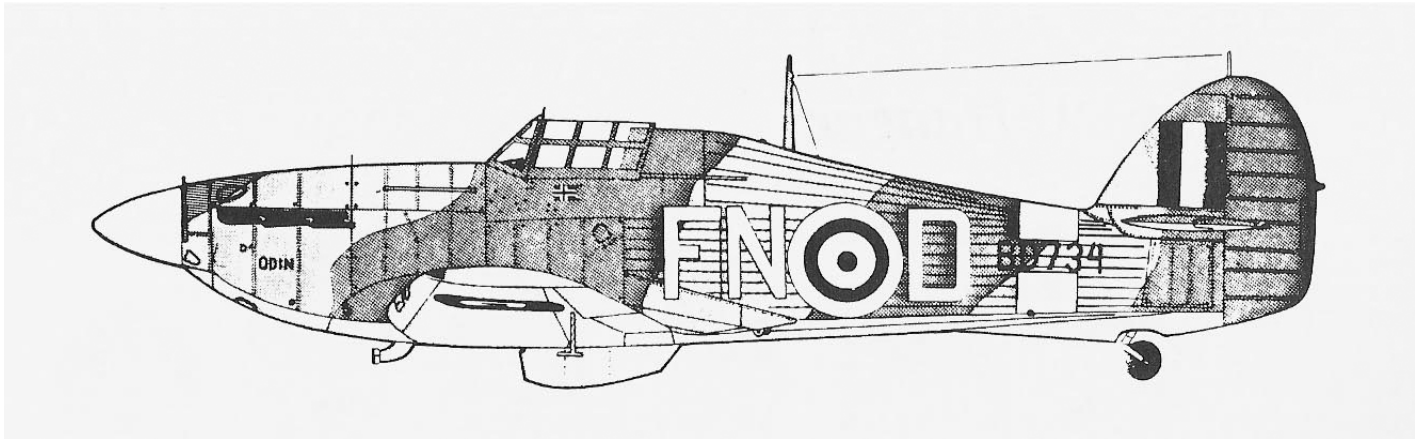
severe people, but underneath that, they are the most humane, the most feeling, and the most emotionally attached people who exist.”

Remember him and all the others who served and are currently serving.

A Word From the Editor

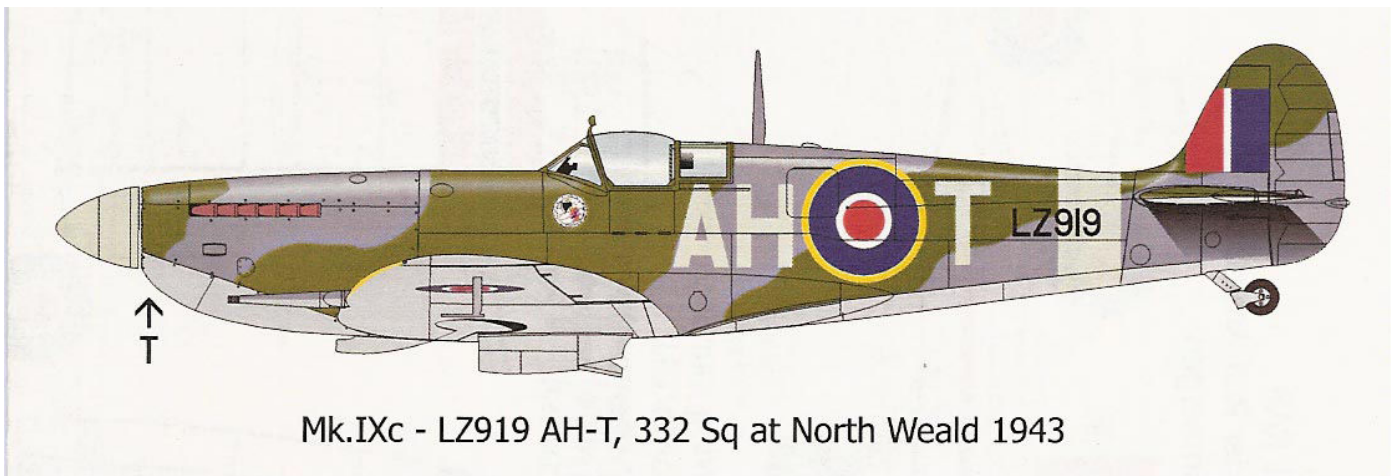
With this issue we have used up the entire backlog of material for the Newsletter. Consider writing something to include in future issues. Things you take for granted are new ideas to other modelers, so don’t be afraid to write about something you know. Email your items to Bob Arko at bob@loucksmclagan.com, or mail them to the address listed on Page 2. Your Club thanks you.





Hurricane Mk IIb “Odin” from 331 Squadron circa 1941.

A/C has standard paint scheme of British Dark Green and Ocean Grey. Underside Medium Sea Grey. Spinner, Squadron ID letters and tail band Sky. Note Norwegian “Battle Flag” under cockpit.



Mk.IXc - LZ919 AH-T, 332 Sq at North Weald 1943

Spitfire Mk IXc from 332 Squadron North Weald, England 1943

A/C has standard paint scheme of British Dark Green and Ocean Grey with underside Medium Sea Grey. Sky Spinner, Squadron letters and tail band. Note Squadron Badge of 332- underneath cockpit.

(Continued from page 1)

References:

“Camouflage & Markings #2 – Battle of Britain” - Scale Aircraft Mono-

graphs July 2000

“Camouflage & Markings – RAF Fighter Command 1936-45 , Doubleday 1971

“331 A Squadron History” Royal Norwegian Air Force 1994

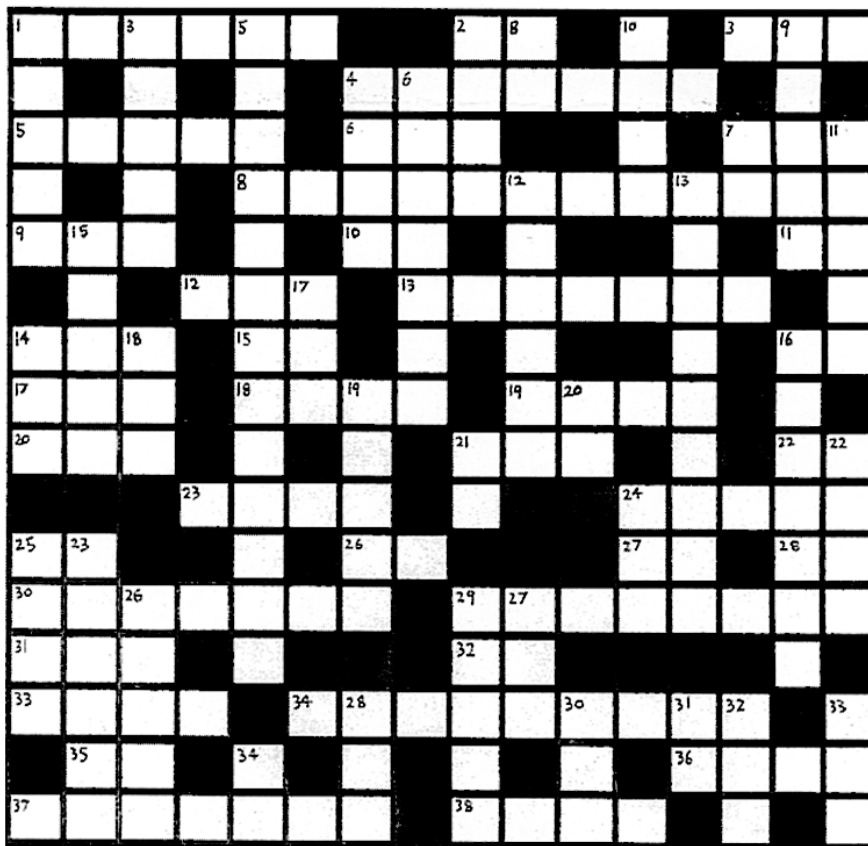
“Norseman Decals – Royal Norwegian Air Force Spitfires 1940-45” www.noraas.net/welcome.htm

Aviation Crossword Puzzle

by Bob Steinbrunn

ACROSS

1. Renton plane maker.
2. High explosive.
3. Undesirable accumulation on wing.
4. Adjustable surface on aileron.
5. "I have received and understood your transmission".
6. F-100.
7. General H.H. "____" Arnold.
8. Republic RF-84F.
9. Nap-of-the-earth flying.
10. Department of the Army.
11. Civil leader of Vietnamese Peoples' Air Force in 1968.
12. PBV.
13. Sopwith _____: England to Australia.
14. Squadron mascot.
15. Pilot's maternal parent.
16. Squadron commander.
17. Tube-launched, optically-tracked, wire-guided.
18. WWII phonetic "E".
19. Lockheed's aircraft family name.
20. International standard atmosphere.
21. Instrument takeoff.
22. Technical order.
23. Nakajima G8N Renzan.
24. Atomic bomb dropped on Bikini _____.
25. Instructional method.
26. Instructor pilot.
27. Flight observer.
28. Airworthiness directive.
29. B-29 Super _____.
30. F4U.
31. Protective covering over vehicle front.
32. Rocket assist.
33. Military Air Transport Service.
34. B-47 _____.
35. Ground-pounder's "negative".
36. Ernst ____ determined speed of sound.
37. Chance-Vought SSM-N-8A submarine-launched missile.
38. Aerial victory.



DOWN

1. Manfred's title.
2. Mil Mi-24.
3. Lindbergh: "The Lone _____".
4. F-105.
5. Inglewood plane maker.
6. Alarming propeller condition.
7. Gunnery term: High angle.
8. Enlisted men.
9. Pilots try to avoid this.
10. South African Air Force.
11. Reconnaissance aircraft take this.
12. Patriotic young man's duty.
13. B-24.
14. Power turbine inlet.
15. Landing gear strut shock absorbers.

16. Vought F7U.
17. Trans Australian Airways.
18. Howard Hughes' airline.
19. Steps to aircraft: air _____.
20. Takeoff.
21. Infrared.
22. F-4 ace: Robin _____.
23. French plane maker.
24. Towards the rear of the plane.
25. Intercontinental ballistic missile.
26. Rocket-assisted takeoff gear.
27. Outside air temperature.
28. True airspeed.
29. Nakajima Ki-84 Hayate.
30. Aircraft engine lubricant.
31. Enlisted man.
32. True airspeed.
33. Light attack helicopter experimental.
34. General ____ Wedemeyer.

Solution in next month's Newsletter.

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 I-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 parking available.

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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 Ken Hornby at 651-552-0888

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.