

## 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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**DRAW DECALS**



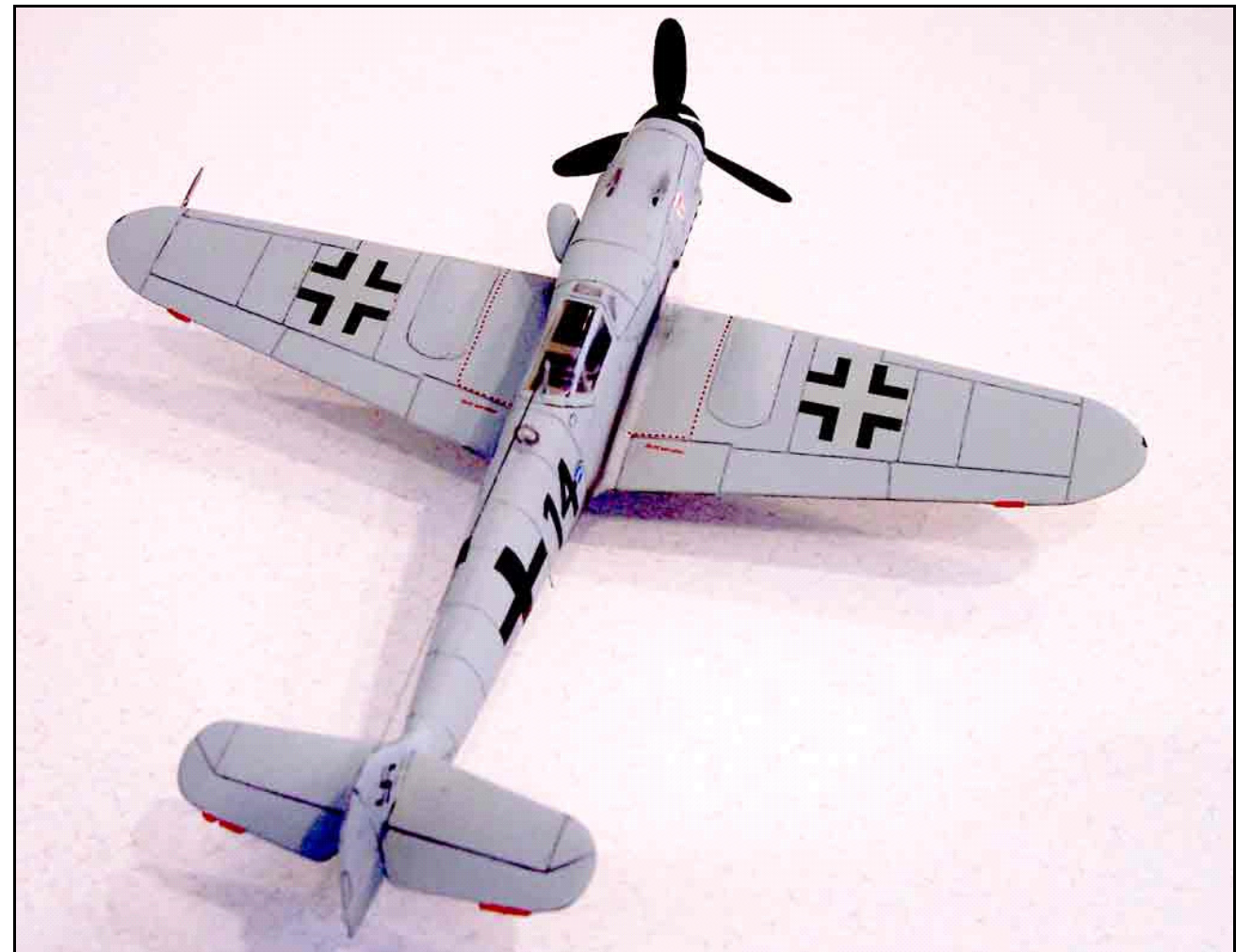
# The Aero Historian



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December 2015



**Monogram 1/48 Bf-109G-6**  
by Mark Rossmann

### Defense of the Reich by Mark Rossmann

Defence of the Reich, the 820 day campaign by the Luftwaffe against the allied bombing offensive, started on January 23, 1943 when the North Sea Naval base at Wilhelmshaven was bombed by 53 B-17's, the first 8<sup>th</sup> AF raid on


Germany itself. Six days after this, some 1500 miles to the east, the remains of Field Marshal Von Paulus's 6th Army surrendered at Stalingrad. After that date, Hitler's forces would not win another major victory.


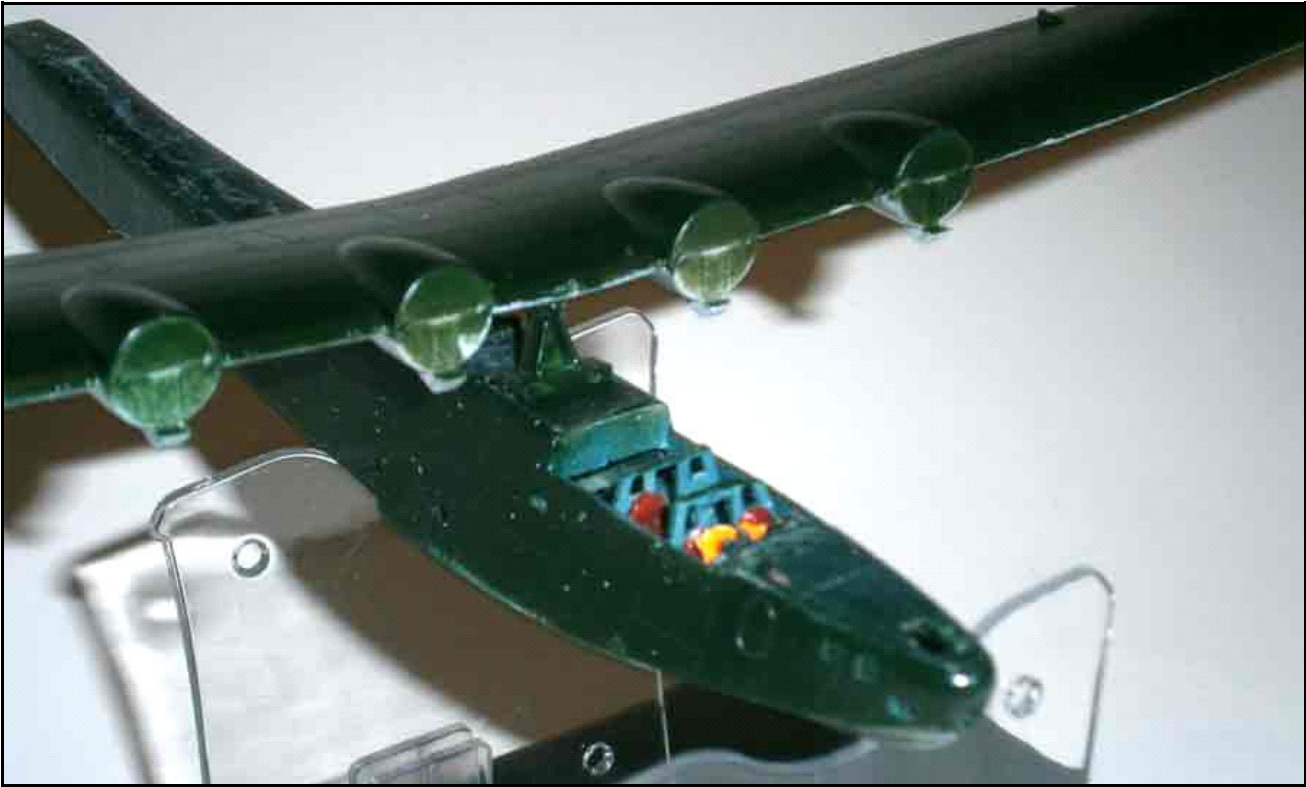
By the spring of 45, Axis forces in North Africa had long surrendered, and remnants of German forces were slowly

moving north in Italy to the looming mountains of the Alps. In the east, German troops once ready to take Moscow were now preparing to defend Berlin. The surviving troops that escaped Normandy and Falaise were now defending the Rhine and the Elbe.

But there was no place to  
(Continued on page 3)



<p><b>TCAH Officers</b></p> <p><b>President</b>, John R. Ross</p> <p><b>Vice-President</b>, Robert Maderich II</p> <p><b>Secretary</b>, Marty Agather</p> <p><b>Treasurer</b>, Dennis Strand</p> <p><b>Historian</b>, Tom Norrbohm</p>	<p><b>From the Prez</b> <i>by John R. Ross</i></p> <p>As seems to be customary, Bob and I are switching rolls in December so I am taking over as President. Thank you for your kind support in electing me, I hope you'll like what we have in store for next year and look forward to your feedback and support.</p> <p>For December on top of our normal business we have our White Elephant gift exchange. We will be having two exchanges, one for books and one for kits. You can participate in either or both if you choose. Since the book side is still new, we don't have a lot of rules for now but we're thinking some up. For the kits we are asking for complete, unstarted kits valued around \$20 or more. In both cases the items needs to be gift wrapped. For those that participated last year in the kit exchange, bring your <u>completed</u> kit to receive a preferential spot in the drawing.</p> <p>The rules for the drawing are simple. We will have people draw a card and the lowest number will go first. You select a gift from the stack and open it. The</p>	<p>second person has the option of taking your gift or opening a new one. If they take your kit you get to replace it out of the gift pile. The process repeats itself until all the kits are gone. So as you see getting the later numbers is better. People that complete their kits get to go last and they have immunity from people taking their kit. Finally afterwards you are welcome to trade amongst the participants. But the kit you end up with is the kit you need to complete and return next year to get a favorable position.</p> <p>For January we have both our club contest and our club challenge. We will be looking for people to help tally the votes and remember the more help we have the faster we can tabulate the votes. I will also be looking for someone to chair this and to see if we have a presentation to keep everyone entertained while the tabulation is occurring.</p> <p>Finally, from all of the officers we would like to wish everyone a safe, happy and healthy seasons greetings!</p>
<p><b>Newsletter Info</b></p> <p><i>Article Submission Deadline: 22nd of each month</i></p> <p><i>Editor</i> <b>Bob Arko</b> 6417 Rice Court Lino Lakes, MN 55014 651-481-8887 boba@arkokraft.com</p> <p>Send Change of Address Notice to: Dennis Strand</p> <p><b>TCAH This Month</b></p> <p>The monthly meeting will be held Saturday December 12, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.</p>		

<p><b>Work in Progress:</b> <b>Trumpeter 1/144 Mavis</b> <i>by Bob Arko</i></p> <p>One of my ongoing projects is a 1/144 scale Kawanishi H6K5 Type 97 Mavis flying boat. The Trumpeter kit makes a nice size model at this scale, with a wing-span of about 11 inches. The fit is good, and it is nicely detailed with engraved panel lines.</p> <p>A difficulty in 1/144 scale is</p>	<p>finding pilot and crew figures, which are generally not included in the kits I've seen. N scale model railroad figures are a close match in size, and Preisser makes some 1/144 scale sets of pilot figures, but both are relatively expensive. I am experimenting here with hand molded figures using orange play-doh. It remains to be seen whether this is a viable approach.</p> <p>The model is painted in Japanese Army/Navy green with</p>	<p>Japanese Navy gray undersides, using Model Master Enamels with xylene for thinner. A 1:1 ratio resulted in a more flat finish than the 2:1 ratio used on last month's Nell.</p> <p>The model is at the seam-sanding stage, which is the source of the light colored areas on the hull. The wing attaches to the hull with two pedestals, and these were dry-fitted for the photos.</p>
		
		



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surviving the war with 27 victories.

**Model:** Is from Monogram and decals come from a Bf 109 Fujimi kit. There is a large number of JG's represented, kill markings, aircraft numbers, unit badges on the sheet. I trimmed the white off the kit crosses to get the appropriate marking.

Tamiya rattle can synthetic AS-5 (Luftwaffe Light Blue) was used for the overall aircraft and AS-3 (Luftwaffe Gray Green) for the propeller.

References:  
Osprey Aircraft of the Aces #29 and #68  
Wikipedia



**Airline Chatter**  
by Terry Love

Delta Airlines ordered 25 Airbus A-350s and 25 Airbus A-330a. Price of the deal is \$14.3 Billion.

Norwegian Airlines ordered 19 more Boeing 787 Dreamliners. Price is \$5.5 Billion.

Delta Airlines has over 100 days without a single cancellation this year. Delta Airlines fleet is about 800 aircraft with about 3,000 flights per day.

Oman Air has ordered 20 Boeing 737-800s valued at \$2 Billion.

Chinese Communist government ordered 30 Airbus A-330s and 100 Airbus A-320s valued at \$17 Billion. The government orders all flight equipment Chinese airlines. They did not say which airline(s) would receive these Airbuses.

El Al, the airlines of Israel, ordered 9 Boeing 787 Dreamliners valued at \$2.2 Billion.

Korean Air ordered 30 Boeing 737-800s and 2 Boeing 777-300ERs. Cost is about \$4 Billion. Also Korean Air ordered 30 Airbus A-321s worth \$3.7Billion. Korean Air also has an option for 20 more A-321s worth \$3.1 Billion.

Jet Airways of India, has ordered 75 737-800s Cost is about \$8 Billion.

Southwest Airlines will begin service from Minneapolis to Baltimore next April.

VietJet of Vietnam ordered 30 Airbus A-321s. VietJet currently has 32 Airbus A-320s.

TAP, the airline of Portugal, ordered 14 Airbus A-330s and 39 Airbus A-320s. TAP currently has 43 Airbus A-320s, and 14 Airbus A-330s, plus 4 Airbus A-340s that will be retiring soon.

EasyJet ordered 32 Airbus A-320s. This is in addition to the 130 that they already have on order with Airbus. This past January, EasyJet took delivery of its 250th Airbus A-320. EasyJet operates more than 750 routes to 130 airports in 31 European countries.



**Treasurer's Report**  
by Dennis Strand

December is the final month for \$15.00 club renewals. To date we have only 32 paid members for 2016. Together with our "life" members, we have a total of 40. This is of some concern because last year at this time we had 60 members. So, please pay your 2016 dues at our December meeting if you have not done so.

If you wish, you can send your dues to me at: 833 Manomin Ave., St. Paul, MN 55107 and I will give you a membership card at the next meeting. Alternatively, if you are unable to attend the December meeting, you can include a self-addressed stamped envelope and I will get your card to you by return mail.

As you know, beginning on January 1, 2016, renewal fees will be \$20.00. A word to the wise should be sufficient.

During November, we paid for an IPMS membership for a club officer (\$30.00) and we had

11 members pay their 2016 dues (\$165.00). This gives us a total of \$4799.15 as of 11/15/2015.

Hope to see many of you at the December meeting.



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run for the Jagdgruppen of the Luftwaffe, defending what was left of the skies over the Reich. Standing toe to toe with the UAAAF, the outcome was far from over that first year. It was early 1944 before the punishing weight of America's industry and determination began to take its toll, especially the introduction of the venerable Mustang. By the spring of 1945 the desperate actions of the Luftwaffe were to finally fade. On April 25<sup>th</sup>, 1414 US and British bombers flew their last bombing raids of the ETO. 15 heavies were lost, but not one fell to the guns of the Luftwaffe. Five days later, indeed all was lost and Hitler committed suicide.

In 1943 Germany recalled three more Gruppen back to strengthen its defence, IV./JG3 and II./JG 27 from Italy and II./JG3 from Russia, this occurring during a bombing lull after the Schweinfurt raids as the VIII bomber command reorganized.

Upon its return to Germany, the *Stab*/JG 3 was based at Mönchengladbach. On December 4, 1943 Hpt. Wilhelm Lemke (131 kills) was killed in combat with P-47s of the 352nd Fighter Group.

The losses continued as with most Reich Defence fighter units, JG 3 suffered heavily through early 1944 against the increasing numbers of USAAF escort fighters, losing many irreplaceable *experten*.

On 15 Mar

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**November Visit from the CAF**  
*by Dennis Strand*

Matt from the Commemorative Air Force spoke at our November meeting. He offered the club the opportunity to display some of our models in the CAF hangar.

He said he would be interested in WWII or possibly Korean War era aircraft and maybe some military vehicles. Within these guidelines, we would have pretty much free reign over what and how we display our work.

I suggested that we may include a small tag that would include brief information about the subject; type of aircraft, unit and theatre of operation, for example. He felt this was a good idea and I have built some samples of a plastic and wood device that might be of use. I will bring them to a meeting and see what everyone thinks. We can also have promotional material about the club available to viewers and this could boost our membership numbers.

There is a display case available to us. It is 70" long, has a bottom shelf that is 17" deep and an upper shelf that is 14" deep. I believe there is a possibility that another shelf could be installed. It currently has some donated models in it that would be removed to make space for our items. Also, there could be more space made available that could be used to accommodate another display case. So we should keep our eyes open and consider having the club purchase a case that would more closely suite our needs.

The question about what scale to use was discussed. Matt seemed to prefer a constant scale in order to be able to observe the relative size of the subjects, but there was a pretty even split when a show of hands was used to compare the advocates of 1/72 verse 1/48 scales. I am confident some compromise could be reached. Perhaps we could have separate shelves or maybe two totally

different display cabinets?

I, for one, would like to exploit this opportunity and develop a professional and unique display that would promote our club in a positive light. Something different, but to the same standard as our Capt. Richard E. Fleming memorial display

I also mentioned to Matt that we could possibly rotate some models every few months to change types and/or themes in order to keep things fresh and interesting.

We could start out small and build to a more substantial project if we have a goal and a plan that would establish some good will and faith from our CAF hosts. It would be challenging and take some time, money and a continued effort, but I believe this would reap benefits for TCAH.

There is lots to talk about,



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ch 1944, Hpt. Emil Bitsch (108 kills) was shot down and killed by 352nd Fighter Group P-47s.

On 23 March 1944 Wilcke led JG 3 in an attack on a USAAF bomber formation near Braunschweig. During combat, Wilcke shot down a P-51 for his 162nd victory, but was then shot down and killed by fighters of the 4th Fighter Group.

On 19 April 1944, Oblt. Otto Weßling (83 kills) was shot down

and killed in combat near Eschwege. Wilcke's successor as *Geschwaderkommodore* of JG 3 was Major Friedrich-Karl "Tutti" Müller, the CO of IV. /JG 3. The 140-kill *experte* was, however, killed in a landing accident at Salzwedel on 29 May 1944.

During this time frame several specialized high-altitude Gruppen moved to a low visibility RLM 76 blue/gray finish. Several units however placed the spiral on the nose and the "Defence of the Reich" band around the fuselage. It was noted these

additional markings may have compromised the intent of the new finish.

Black "14" Bf 109G-6 was flown by Unteroffizier Horst Petzschler 2./JG3, Burg bei Magdeburg in May 1944. This aircraft was lost on May 30, 1944 against P-51's near Madgeburg while flown by another pilot. Petzschler, in defence of the Reich, scored 2 fighter and 2 bomber kills before being wounded. He then returned to his original unit, JG51, finishing and

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