## 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 High*way* 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


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DRAW DECALS



Twin City Aero Historian
**Rick Schmierer**
**1852 E. 39 Street**
**Minneapolis, MN 55407**

Return address requested



The Aero Historian is published montly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelsers 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.




# The Aero Historian

Volume 47 Number 10 Website: http://www.aerohistorians.org October 2013

## 1/48 Airfix Fr.47 Seafire

*by Mark Rossmann*

**Korea – Fire**
**Fr.47 Seafire**
*by Mark L. Rossmann*

History:

The Royal Navy during WWII, was quite handicapped by available British aircraft, this resulted in using many reliable types from the U.S. It was October of “42” before a frontline squadron, No. 801, received the first Seafire IB’s aboard HMS Furious. Seafire development lagged behind the Spitfire, finally in 1943 Merlin-engined Seafire’s entered service in the form of Mk. XII’s. After the war the Griffon-engined Seafire’s finally became available, in the form of Mk. XV’s, when the F.17 came on line it contained a lower profile rear fuselage, better ground clearance, strengthened fuselage and a bubble canopy. From “43” on the planning of Spitfires and Seafire’s ran in concert with each other, the Spit F.21 naval counterpart was the F.45 coming operational in “46”. The final version of Spits the F.21 and F. 22 was the Seafire Fr.47 and Fr.47. These Seafire’s were the ultimate and final versions to be produced and used by Britain, these had contra-rotating props, chin mounted air-intakes, and

*(Continued on page 3)*

## TCAH Officers

***President***, Johannes Allert

***Vice-President***, Frank Cuden

***Secretary***, John Dunphy

***Treasurer***, Tom Norrbohm

***Historian***, Tom Norrbohm

***Sergeant-at-Arms***, Bob Maderich II

## Newsletter Info

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Dave Hueffmeier

## TCAH This Month

The monthly meeting will be held Saturday October 12, 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 Johannes Allert*

Fall is finally here and this month and it is a time that is usually marked by an increase in membership attendance and involvement in upcoming club activities. Although our Treasurer Tom Norrbohm is absent from this month's gathering, we remind members that we will continue our membership renewal process. Also, we will be taking nominations for club officer positions. Although the current slate of officers are running for re-election, we remind the membership that TCAH follows the democratic process and encourages everyone who is willing to throw their hat into the ring.

Additionally, we look forward to the Nordicon after-action report as well as member feedback on what worked and what didn't in order to learn from our experiences.

Lastly, I meant to pass this information along to the membership at last month's meeting. Every year, Ft. Snelling provides an excellent series of programs dedicated to World War II history. This year's schedule is as follows:

Oct. 10th: **The Bombing Campaign in the Pacific** – Guest Speaker Barrett Tilman

Oct. 24th: **The 2nd Rangers at Pointe Du Hoc** – Guest Speaker Patrick O'Donnell

Nov. 14th: **Cracking the German War Codes** – Guest Speak David Kahn

Dec. 12th: **Pearl Harbor** – Guest Panel discusses the Japanese attack on 7 Dec.

Jan. 9th: **The Eastern Front** – Guest Speaker Dennis Showalter

Feb 13th: **Senior Leadership of WW II** – Guest Speaker Jonathan Jordan

Mar. 13: **Operation Cobra** – Guest Speaker Jim Caranfano

Mar. 27th: **The War in China** – Guest Speakers Al Lathrop, Ted Farmer, John McLaughlin

Apr. 10th: **The Battle for Rabaul** – Guest Speaker Bruce Gamble

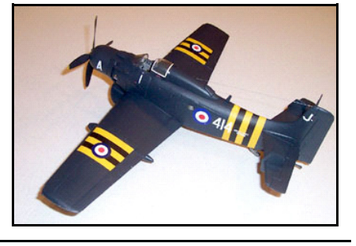
May 8th: **Omaha Beach / D-Day** – Guest Speaker John McManus

All events are held at the Ft. Snelling Visitor's Center at 7pm. For further information see: www.mn-ww2roundtable.org.

## Treasurer's Report
*by Tom Norrbohm*

Renewals have started and we took in $390.00 in dues. Expenses this month are $1072.52, with the bulk of that being Nordic Con related. Income this month is $2620.00, most of that Nordic Con related. A detailed Nordic Con statement will be available at the October meeting. Our balance as of the week of 9/23/13 is $4752.72.

I will not be at the October meeting, so if you wish to pay dues you can mail them to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420. Make check payable to TCAH for $20, $10 for Seniors (65+) and Juniors (17 and under).



## On The Table—September 2013

| Modeler | Kit | Manufacturer | Scale |
|---|---|---|---|
| John R. Ross | P-51D | Tamiya | 1/72 |
| John P. Ross | AD-5 | Tamiya | 1/48 |
| Don Stadock | Jeep - Shield Markings | Revell | 1/24 |
| " " | P-38 Lightening Egg Plane | Hasegawa | No Scale |
| Frank Cuden | F-86H | Special Hobby | 1/72 |
| Erik Zabel | Bf-110C | Eduard | 1/72 |
| Dennis Strand | Dorrnier Do-24T | Fonderie Miniatures | 1/48 |
| Peter Nolden | Mig3 | Hobby Boss | 1/72 |
| John Dumphy | T:67 Tivan | Tamiya | 1/35 |
| Dave Gatts | A-4E | ESCI/Ertl | 1/48 |
| Rick Verner | Kublewagen | Italeri | 1/35 |
| " " | Cobra | Monogram | 1/72 |
| " " | Cobra | Monogram | 1/72 |
| " " | Nord 1000 | Heller | 1/72 |
| Thomas Verner | Humvee | Italeri | 1/35 |
| " " | LAV | Trumpeter | 1/35 |

**Upcoming Model Events**
*by Mark Jacques*

**3 to 6 October 2013 – iHobby Expo** – IPMS USA @ Schaumburg Convention Center, Schaumburg, IL, contact www.ihobbyexpo.com

**12 October 2013 – The 39th Annual Chicago Show** – The Military Miniature Figure Society of Illinois @ the Hyatt Regency 1800 E. Golf Road, Schaumburg IL. 9:00am to 4:00pm. For more information contact Show Chairman John Van Der Meulen (JVanDerMeulen@aol.com 847-918-8456) or Pat Vess (pat@livezey.net 630-730-2492) or the website www.mmsichicago.com

**19 October 2013 – Glue Crew 2013** – 5-36 The Glue Crew @ Howard Johnson Inn & Convention Center, 2101 North Mountain Road, Wausau, WI, contact Joseph Drew at 715-842-0173 or jdrew09@charter.net or visit the club website at www.thegluecrew.com

**19 October 2013 – Moss Con 2013** – IPMS Missouri Ozarks Scale Specialists @ White House Theater, 2255 Gretna Road, Branson, MO, contact Nate Jones at 417-230-6220

**1 February 2014 – 17th Annual Hope It Don't Snow Show** - IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16th St. SW, Rochester, MN. For more information, contact Kris Krco at 507-254-4646 or zvsm@gmail.com or visit the club website at www.royalresin.net/ZumbroValleyScaleModelers.html

**22 March 2013 – 9th Annual Model Show and Contest** – IPMS/South Central Modelers of Minnesota @ Five Lakes Centre, 308 South State Street, Fairmont, MN. 9:00am to 4:00pm, Registration 'till Noon; Entry Fee: $1.00 per model. Website: http//public.fotki.com/73superduty/south_central_model; contact Gregory Pausewang 57chevy1957@bevcomm.net or at (507) 526-3531.

**12 April 2013 – SURGICON 20** – IPMS Plastic Surgeons @ The Euclid Room, 2540 E. Euclid Avenue, Des Moines, IA. For more information please visit the club website @ www.ipms-plasticsurgeons.com or contact Aimee Wright 515-292-3395 or ithondagirl@gmail.com

**26 April 2013 – Fleacon 109** – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 or librarian@gl-iowa.org or visit the club website http://ipms-usa-lippisch-chapter.org/wordpress/

**6 to 9 August 2014 – 2014 IPMS/USA Nationals** – Hampton, VA. Watch the IPMS/USA website and the Journal for more information.

**18 October 2014 – 2014 Region 5 Regional Convention / IPMS West Central Missouri** – information will be posted in the near future.

*(Continued from page 3)*
four 20 mm Hispano cannons, up to 8 60lb rockets and bombs underneath the fuselage and wings.

Model:
This AirFix model is superbly done, providing two wing sets, one for the Fr.46 and folding wings for the Fr.47. along with decals for each. The interior is well detailed with opening door and interior camera ports. I placed black paper behind the ports to prevent from seeing through the model. Model has dropped flaps, rockets, drop tank and positionable canopy. The most difficult portion was gluing on the folded wings, you had to put them on one at a time, having to support them to prevent the model from tipping. Paint was in the form of rattle cans Testor's Gunship Grey and Tamiya AS-29 Grey/Green IJN. Decals were from the kit.

References:
AIRFIX instruction sheet
Spitfire 75th Anniversary site: http://www.spitfire75.com/index.htm

See the only flying Seafire in the world at: http://www.youtube.com/watch?v=_YioXYhbVPA

Yes this model was at Nordicon.

## NOTICE

If you would like to get the latest and up to date news on the club, join the rest of us and sign up now! To get your invite to join go to:

tcah-subscribe@yahoogroups.com



**Airline Chatter**
*by Terry Love*

Xiamen Airlines ordered 6 Boeing 787 Dreamliners for $1.27 Billion. After receiving these 787s in 2014, Xiamen will begin service to Europe from China. Presently, Xiamen fleet is 97 aircraft - all Boeing - 17 Boeing 737-700s, 74 Boeing 737-800s, and 6 Boeing 757-200s.

WestJet Airlines of Canada ordered 65 Boeing 737-800s for their fleet. Cost of the deal is around $6.5 Billion.

Delta Airlines placed a large order with Airbus for 10 Airbus A-330-300s and 30 Airbus A-321s for a total cost of $5.6 Billion. An Airbus A-330-300 costs $239.4 million each, and an Airbus A-321 costs $107 million each.

United Airlines is re calling all 600 furloughed pilots. United Airlines now has more than 12,000 pilots. United laid off almost 1000 pilots when the economy tanked in 2008. After this recall, United will have no more pilots on furlough.

Delta Airlines is now on the Stand and Poors 500 index.

China opened the highest commercial airport in the world at Daocheng Airport in Garzi in Sichwan Province. The new airport is 4,411 meters above sea level or 14,472 feet. The previous highest airport was 4,334 meters above sea level in Tibet.

Boeing announced that the first flight of the new stretched 787-900 Dreamliner took place on Tuesday, September 17 at 5PM.

Air France will layoff 2,800 more employees due to weak air travel on its system.

Lufthansa ordered 59 more airliners. They ordered 34 Boeing 777-900s and 25 Airbus A-350s. Lufthansa also took out options for 30 more of each type. The deal is worth $19 Billion. The airliners will replace all of their Boeing 747-400s and Airbus A-340s.

Boeing announced that Air Lease Corporation (ALC) ordered 33 Boeing Dreamliners worth $9.4 Billion.

Boeing also announced that GE Capital Aviation Services (GECAS) ordered 10 Boeing 787 Dreamliners worth $2.9 Billion.

**Secretary's Notes**
*by John Dunphy*

Meeting called to order by Johan. New guest in attendance was Ben Garcia. Bob Maderich gave an update on Nordic Con one week before the show. Volunteers are still needed in most areas; Dues are due, see Tom Norrbohm or mail your check, made out to TCAH to him. $20 for regular dues, $10 for Seniors and Juniors. Tom will not be at the October meeting; Frank Cuden did Show and Tell. Meeting adjourned.

*(Continued from page 1)*
cameras for reconnaissance purposes. The Fr.47 had folding wings and short-barreled cannons.

Fr.46's served in two second line units only, one of which was No. 1832 RNVR. The Fr.47's were in the frontline with No. 800 on HMS Triumph and No. 804 on HMS Glorious and RNVR No. 1833 sqn.

800 Naval squadron was part of the 13th Carrier Group on the HMS Triumph in early 1949. Later in "49" while on-shore at Sembawang as part of the "Malayan Emergency", it flew strikes with Fireflies. The carrier started a tour to Australia when the Korean war broke out, HMS Triumph sailed to Okinawa joining up with the U.S. Seventh fleet and the carrier USS Valley Forge. Seafire's initial strike, on July 3rd, was against Haeju airfield. The "D-Day" stripes were added to all RNAF aircraft till the end of the conflict as a result of a B-29 gunner, at the end of July, firing at a No. 800 Seafire miss-identifying it as a Yak-9.

HMS Ocean relieved Triumph at the end of September "50", bringing with it the Seafury replacement. (Get a good size comparison of the Seafury to Seafire in the last picture). Seafire's were the last member of the Spitfire family to carry out combat sorties with 115 strike missions against land and sea targets and 245 air patrols without any losses due to enemy fire. Upon returning to England the squadron duly turned in its aircraft for Supermarine Attackers, thus bringing to a close the illustrious career of the R J Mitchell / J Smith 1936 designed aircraft.

Specifications:
The Spit Mk.I top speed was 355 mph and the Fr.47 was 451 mph, sporting increased weight of 10,300lbs compared to 5,280 lbs for the Mk.I. Armament was threefold in fire-power with

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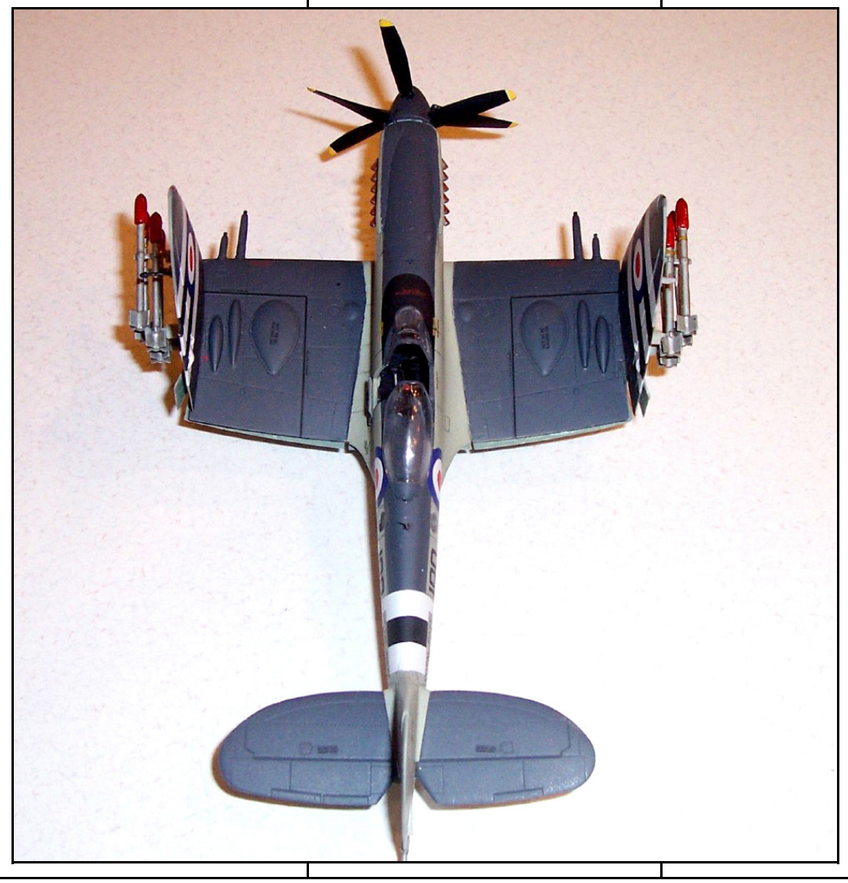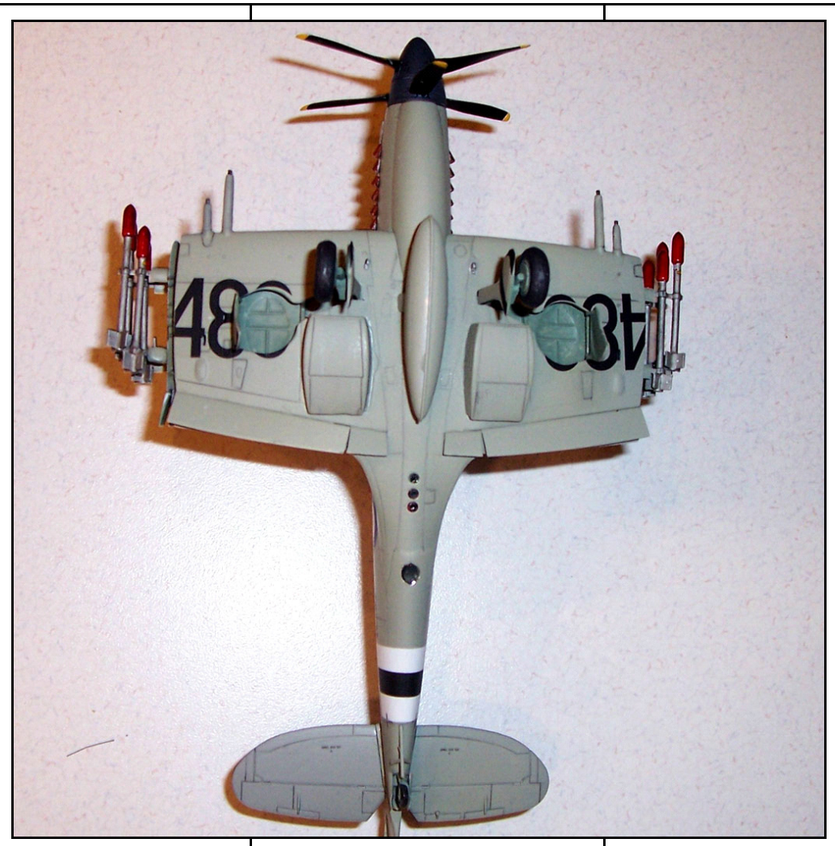
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