

## 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 1:30pm.

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



Volume 47 Number 5

Website: <http://www.aerohistorians.org>

May 2013



**Douglas AD-4W Skyraider**  
 by Mark Rossmann

### Douglas AD-4W Skyraider by Mark Rossmann

**History:** Universally known in the U.S. Navy as "Able Dog", today it is still known as the most powerful piston-engine and versatile ground attack aircraft designed by any country. Ed Heinemann's original design began with tricycle landing gear, inverted gull wing, twin remote twin turreted called the XSB2D, that was developed to replace the Dauntless. He was able to persuade the Navy that they

needed something else and had 18 hours to do it. This revised airframe powered by an R-3550, had a 10 hour endurance and boasted 14 weapon pylons. Total "Spad" production came to 3180 aircraft being modified for many other uses. (*Editors Note: the nickname "Spad" apparently derived from the AD designation and a length of service so long it seemed like it must have been in service during World War One, like the "SPAD"*).

As the US Navy was drawing

ever nearer to Japan, the need for early warning of incoming aircraft was desperately needed, especially in detection of the Kamikaze. U.S. destroyers were deployed far out from the fleet as picket ships utilizing their radars, however, becoming a main target of the Japanese in order to punch a hole through the radar net. Evaluation by the Navy determined a need to elevate the radar to increase the line of sight detection ability, while remaining closer to the fleet for protection.

*(Continued on page 5)*

**TCAH Officers**

- President,** Johannes Allert  
**Vice-President,** Frank Cuden  
**Secretary,** John Dunphy  
**Treasurer,** Tom Norrbohm  
**Historian,** Tom Norrbohm  
**Sergeant-at-Arms,** Bob Maderich II

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**TCAH This Month**

The monthly meeting will be held Saturday May 11, 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

Firstly, we want to thank the membership for their patience, feedback and candid discussion concerning the club finances. We also appreciate the manner in which the club decided to increase membership fees in order to sustain any and all future endeavors that the club embarks upon. Additionally, we thank the NordicCon committee for their feedback. We look forward not only to any future announcements via the newsletter or club meetings concerning this year's contest. Per the contest committee, they will also provide a follow up report after the event in order to make adjustments (if needed) for future contest.

As I write this, snow is falling AGAIN; consequently it makes it challenging to even think about summer events. Yet, May will soon be here and with it comes various activities large and small. A quick reminder to the membership, this month, we will meet at our usual venue and discuss any business items that require attention. However, we will briefly adjourn and regroup down at the Commemorative Air Force Museum Hangar where Gary Chambers and 'Spook' Johns will give us a tour of the renovated facility and fill us in on the latest news. With any luck, 'Spook' will give further details of his Navy career as an Skyraider pilot during the Vietnam War.

Gary Chambers mentioned at the last meeting that the Air National Guard Base at Volk Field will conduct air-ground training exercises open to the public: Hardwood Range Open House - June 13, 2013. (608) 427-1899 <http://www.volkfield>.  
 (Continued on page 3)

**Secretary's Notes**  
 by John Dunphy

Meeting brought to order at 1:15. New member (also former club member from the late 60's) Gordy Larson was introduced.

**Old Business:** Pensacola Museum trip is scheduled for May 18<sup>th</sup>, and the cost is \$343.00. For more information call 1-800-359-6786.

**New Business:** After Treasurer Tom Norrbohm's talk on club finance's it was vote to raise the club dues from \$10 to \$20 effective in September 2013 when club dues renewals begin. Senior and Junior member's dues will increase to \$10, up from \$5. The Nordic Con Raffle issue will be addressed at a later date.

Frank Cuden conducted the Show & Tell portion of the meeting.

**Treasurer's Report**  
 by Tom Norrbohm

I want to thank everyone for putting up with the ramblings of your Treasurer regarding the club finances at the April meeting. It needed to be addressed and much was accomplished during and after our discussion. Thanks!

One of the members brought up the issue of how much does the club take in versus how much we spend in a given year. I could not answer that as I did not have those figures at hand. And, the answer varies greatly depending on our 'activities' for the year (Banquet and Nordic Con expenses, etc.). So I present to you the Income and  
 (Continued on page 4)

(Continued from page 5)  
 works up well and looks really nice with my other RN aircraft.

**Decals:** Most of the old Ertl decals were used except the RN roundels as the red dot was off center. So I used markings from a Sea Fury kit and for the stripes I trimmed down the decal stripes from a Hasegawa F4U-7 kit, it worked very well. Touched up the white around the canopy with "Line o tape" pinstripe tape,

1/64" and used "E Z Line" from Berkshire Junction for the radio wire.

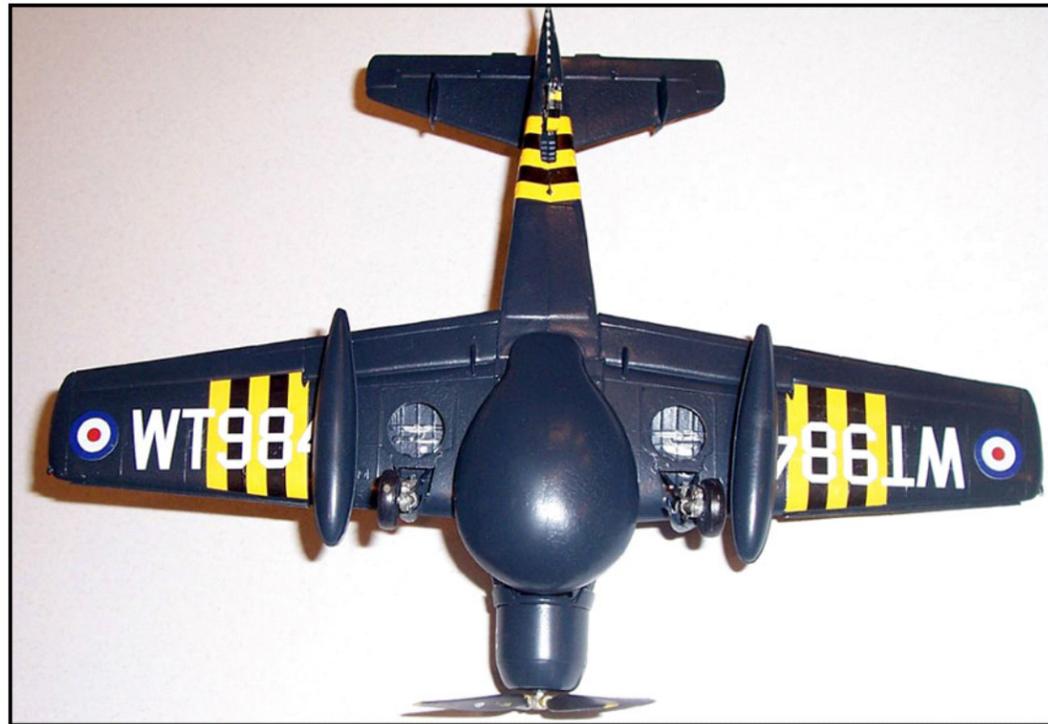
**Paint:** I used Tamiya Dark Sea Blue spray.

**References:**  
 Skyraiders - Wikipedia  
 Joe Baugher's AD-4W site  
[http://joebaugher.com/usattack/newa1\\_24.html](http://joebaugher.com/usattack/newa1_24.html)  
 AMT/Ertl Instructions



**On The Table—April 2013**

Modeler:	Kit:	Manufacturer:	Scale:
Frank Cuden	AT-11 Kansan	Pioneer	1/72
Mark Krumrey	LVG.CV1	Wingnut Wings	1/32
Mark Krumrey	Pfalz D XII	Wingnut Wings	1/32
Merrill Anderson	Tree	?	1/32
Steve Hustad	Me-109 Diorama "The First And Last Flight Of Alfred Muchel"	Hasegawa, Preiser, etc	1/72
Jim Kloek	HMS Invincible	Combrig	1/700
Steve Macey	Spitfire PR19	Airfix	1/48
John Eian	F-86	Hasegawa	1/48
Gary Larson	Car	?	1/25
Peter Nolden	SDKF2.232	Dragon	1/72
Peter Nolden	Me-209 V5	Huma	1/72
Dave Gatts	Fw-190D-9	Koster/Monogram/Eduard/scratch	1/72
Randy Worringer	DC-7C	Revell	1/122
Bruce McClain	Oil Painting	Bruce McClain	Varied
Mark Rossman	P-51D	Tamiya	1/48
Mark Rossman	P-51D-20	Tamiya	1/48



**Airline Chatter**  
by Terry Love

Boeing delivered their 7,500th Boeing 737 to Malindo Air, a low cost airline in Malaysia on March 21. Total orders for the 737 now exceed 10,500. There are 85% of Boeing's back log of orders. The 737s, far and away, are the best selling airliner of all times, beating out the Douglas DC-3.

Hawaiian Airlines ordered 16 Airbus A-32-s for deliveries from 2017 to 2020. Hawaiian Airlines also ordered options for 9 more. Cost is \$2.8 Billion. Hawaiian Airlines currently has a fleet of 44 aircraft, including 10 Airbus a-330s and 16 Boeing 767-300ERs, plus 18 Boeing 717s the last version of the DC-9) that Hawaiian uses for intra-island service. Presently Hawaiian has on order 12 Airbus A-330s and 6 Airbus A-350s, The 16 Boeing 767-300ERs will be phased out over the next 10 years.

U S airlines carried 736.6 million passengers in 2012 with an 83% load factor of seats filled on flights. In 2012, fares increased 3.1% because of higher fuel costs. Delta Airlines carried the most passengers with 116.4 million, a 2.6% increase from 2011. Southwest Airlines carried 112.2 million passengers in 2012, a 1.5% increase.

Philippine Airlines ordered 20 Boeing 777s of the new stretched version being developed by Boeing at the present time.

Boeing announced that IAG - an airline leasing company, ordered 18 Boeing 787

Dreamliners for about \$6 Billion. All will be going to British Airways.

Boeing also announced their first quarter deliveries. They were as follows:

- 102 Boeing 737
- 6 Boeing 747
- 4 Boeing 767
- 24 Boeing 777
- 1 Boeing 787
- 137 total

Mandala Airlines of Indonesia, ordered 18 Airbus A-320s valued at \$1.6 Billion.

Boeing said that Transaero, a Russian airline, ordered 12 Boeing 737-800s for \$1 Billion.

Turkish Airlines ordered 70 Boeing 737-800s worth \$6.9 Billion. Boeing said that it accepted an order for 14 Boeing 737-800s from Sberbank Leasing of Russia. Looks like some Russian airlines are going to be operating some more Boeing equipment!!

American Airlines made \$8 million in the first quarter of 2013.

Pinnacle Airlines of Minneapolis came out of bankruptcy on May 1.

Boeing predicts that they will sell 790 747-800s over the next 20 years. Presently they have orders for 110 of them. They have delivered 46. They are building them at the rate of 2 per month.

Japan Air Lines ordered 6 Boeing 767-300ERs.

British Airways ordered 18 Airbus A-350s. Cost of the order is around \$6 Billion.

**Call for NordicCon Raffle Donations**  
by Mark Jacques

As announced at the April 13<sup>th</sup> meeting, Mark Jacques will begin accepting donations of model kits, tools, accessories, supplies, reference materials, etcetera at the May 11<sup>th</sup> meeting. Beginning at the May meeting and continuing through the September 14<sup>th</sup> meeting, there will be a large cardboard carton clearly marked "TCAH NordicCon Raffle Donations" at the front of the meeting room near the Club Officer's table.

We are asking that kits be unstated, complete with all parts, decals and instructions included and in good condition. Please keep in mind that the better appearing, more enticing your donations appear, the greater appeal the raffle will have for the event attendees (and the more tickets to be sold).

Thank you for your consideration.



*(Continued from page 2)*

ang.af.mil/ additionally, a Civil War re-enactment group (artillery) will also be on hand to demonstrate their capabilities. As I've been told by others, this is a must see event.

Two other possible venues for this summer are a visit to the NWA Museum located near the Mpls. Airport and the Air Guard Fire Fighting Unit. Mark Rossman will provide the details concerning the Guard Unit, but we will first check with the membership to determine if there is any interest in going to either venue. See you in May --- hopefully without the parkas..!



## Upcoming Model Events

by Mark Jacques

**4 May 2013 – Modelfest 2013- Theme: “Roman Holiday the Mediterranean Theater 1940-1945”** – IPMS West Central Missouri @ Ameristar Casino 3200 North Ameristar Dr. Kansas City MO, contact Kelly Quirk at 816-863-6659 or KelDQ@aol.com or visit the club website at www.ipmswcmo.org

**11 May 2013** - Twin Cities Aero Historians begins accepting NordicCon 2013 Raffle Donations contact Mark Jacques 9 5 2 - 2 0 0 - 5 3 2 9 o r mwjacques1@yahoo.com

**8 to 9 June 2013 – Heartland Model Car Nationals** – KC Slammers at Overland Park Convention Center 6000 College Boulevard, Overland Park KS, contact Vern Lyon at 913-782-0996 or vernlyon04@gmail.com or visit the club website at www.kcslammers.com

**13 July 2013 - NIMCON2** – IPMS Lakes Region Modelers @ McHenry Country College, 8900 U.S. Hwy 14, Crystal Lake IL, contact Phil Pignataro at 847-658-9920 or PJP68@comcast.net or visit the club website at www.lrsmonline.com

**4 August 2013 – 6<sup>th</sup> Annual NNL Summer Nationals** – IPMS/GTR Auto Modelers @ Algonquin Township Building, 3702 US HWY 14, Crystal Lake, MN, contact Chuck Herrmann at 8 4 7 - 5 1 6 - 0 2 1 1 o r gtrchab@yahoo.com

**14 to 17 August 2013 – 2013 IPMS/USA Nationals – “The Thin Air Nationals”** – JQ Hammons Conference and Convention Center & Embassy Suites Hotel, Loveland Colorado

( www.embassysuitesloveland.com or 970-593-6200) Watch the IPMS/USA website and the Journal for more information or contact info@ipmsusa2013.com

**14 September 2013 – Gateway to the West Contest and Swap Meet** – IPMS Gateway @ Viking Conference Center, Holiday Inn, 10709 Watson Road, Sunset Hills, MO, contact Doug Barton at 636-332-9960 or peddocdoug@gmail.com or visit the club website at www.ipms-gateway.com

**21 September 2013 – NordicCon** – Theme: “Need For Speed” – Twin Cities Aero Historians @ Northern Star Council, Boy Scouts of America Base Camp, 201 Bloomington Road, Fort Snelling, MN 55111, www.explorebasecamp.org ph: 651-254-9135. Contact: Bob Maderich II, ph: 612-423-2985, robertmaderich69@hotmail.com 9:00am to 4:00pm.

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

**1 February 2014 – 17<sup>th</sup> Annual Hope It Don't Snow Show** - IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16<sup>th</sup> St. SW, Rochester, MN. For more information, contact Kris Krco at 5 0 7 - 2 5 4 - 4 6 4 6 o r zvsms@gmail.com or visit the 

club website at www.royalresin.net/ZumbroValleyScaleModelers.html

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

### Airshows Near Home

**1 to 2 June 2013—Discover Aviation Days**, Janes Field, Blaine, MN

**21 to 23 June 2013—The Big Bombers**, Janes Field, Blaine

**13 to 14 July 2013—Air Expo**, Flying Cloud Field, Eden Prairie, MN 

*(Continued from page 2)*  
Expenses for the calendar year of 2012. I added all the checks written and deposits made and rounded up or down to the nearest \$100.

INCOME: \$5100.00  
EXPENSES: \$5900.00

It's a lot of money for our club, and raising the dues to \$20 will help soften the blow for these expenses while still keeping them in check.

Now on to other business. Please welcome new member (and former member from the late 60's) Gordy Larson. Welcome aboard! We took in \$5.00 income in dues and spent \$587.83 in expenses, writing a \$500 check donation to the CAF/MN Wing Chapter. Our club balance as of 4/15/13 is \$4,498.34.

Also, I hope to put out a revised TCAH Roster by the end of this summer. 

*(Continued from page 1)*

The C-54 transport was considered, however unarmed was vulnerable to heavy losses. B-17G's were finally decided upon. At the end of WW2 Project CADILLAC was reaching IOC with the first AEW detachment of TBM-3W Avengers conducting workups on the USS Ranger off the West Coast. This was the lead group of the AEW capability envisioned for the planned invasion of Japan, fortunately the war ended.

### Korea

Five years later a new war ("Korea police action") the AEW was there from the start, but with more capable platform. Between wars, the Navy had added the extremely capable Douglas AD-3 being the first version adapted for AEW, but it was the AD-4W that would see the most action. With 158 built, the AD-4W was a three-seat airborne early warning version of the AD-4. It carried a crew of three—a pilot plus two radar operators/observers seated side-by-side below and behind the cockpit. The two observers entered the aircraft via doors in either side of the fuselage adjacent to the wing trailing edge.

The radar was the S-band (today's E/F band) AN/APS-20A; maximum output was 1 megawatt with an elliptical dish antenna rotating inside a fiberglass Radom underneath the fuselage (giving it the appearance of a pregnant Guppy). The Radom often vibrated severely, affecting the success of the early-warning mission. The AD-4W saw action from Inchon to the Armistice, primarily as an AEW, for countering possible attacks from North Korean (and later, Chinese) MiG fighters attacking

the fleet. Secondary missions included ASW.

Here is a report from Jack Sauter, an aviation electronics technician during the Korean war.

“During my 21 missions we often vectored CAP aircraft, usually a Skyraider or Corsair, to investigate unidentified air or surface targets. In every instance, they turned out to be our own planes or a Japanese transport off course. Once, one of our AD-4Ws picked up a surfaced submarine in international waters, apparently tracking our ships, but again the rules of engagement precluded any attack.

The only threat to TF 77 occurred on 26 July 1953, the night before the truce was signed. Many bogies were seen closing on the force and we all went to general quarters. Aircraft, including one of ours, were launched, but whatever was out there disappeared before our planes got close

On one mission I had the Chief of Staff to Commander Carrier Division 1, a four-striper along for a ride.. That day consisted of flying a 50-mile circle around the task force perimeter and plotting all air and surface targets. The captain was very inquisitive. Had I ever picked up any bandits? No. Did I find it difficult to interpret this five-inch screen, hour after hour with no relief? You bet! Then he turned to me and said with great seriousness, "I came along today to see for myself just how good our AEW was. I've always been uneasy about the Chinese. Ever since they surprised [General Douglas] MacArthur in November 1950 and nearly threw us into the sea, I have had the feeling that

they might pull another surprise attack—this one on Task Force 77. If that happens, you and a few other radarmen could be the most important crews in this whole fleet”

### Royal Navy

The Royal Navy acquired 50 AD-4W early warning aircraft in 1951 through the Military Assistance Program. 20 of the Skyraiders (WT944/WT963) were delivered to the Royal Navy factory-fresh, but the remainder came from US Navy stocks. All Skyraider AEW.1s were operated by 849 Naval Air Squadron, which provided four-plane detachments for the British carriers. One flight took part in the Suez Crisis, Operation Musketeer in 1956 aboard the carrier HMS Bulwark. 778 Naval Air Squadron was responsible for the training of the Skyraider crews at RNAS Culdrose.

In 1960, the Fairey Gannet AEW.3 replaced the Skyraiders, using the APS-20 radar of the Douglas aircraft. The last British Skyraiders were retired in 1962. In the late 1960s, the APS-20 radars from the Skyraiders were installed in Avro Shackleton AEW.2s of the Royal Air Force which were finally retired in 1991

Model: This is the AMT/ Ertl AD-4W, I built this back in the late-90's, however after looking at the plane white U.S. markings for almost 16 years, I decided to add some color. Stripped off the decals by simply submerging the model in a bucket of water over 48 hours and the decals slipped off. Let the model dry for about a week and then touched up needed areas. As I have read this is not the best Skyraider, however it

*(Continued on page 7)*