

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.

ROLL MODELS INC.
The Internet Model Shop!
Great Stuff! Great Prices! Great Service!
<http://www.rollmodels.com>

John Roll
Vice President
john@rollmodels.com

2709 Vale Crest Rd.
Crystal, MN 55422-3427
Bus: 612/545-8399
Fax: 612/545-0899

RICHFIELD 866-9575 LITTLE CANADA 490-1675

HUB HOBBY CENTER

OPEN: MON-FRI 10:00-9:00, SAT 9:30-5:00, SUN 12:00-5:00

Model Railroad, Radio-Control, Plastic Models
Science Projects, Kites, Rockets, Road-Racing, Videos

Richfield 6418 Post Ave. S. Richfield, Mn 55423 (1 mi. S of I-494)
Little Canada 82 Minnesota Ave. Little Canada, Mn 55117 (1/2 mi. W of Rice St.)

HobbyTown USA
Over 130 Franchise Stores Nationwide!

GEORGE ASADOURIAN
OWNER

Valley Creek Mall
1750 Weir Dr.
Woodbury, MN 55125
Phone (651) 702-0355
Fax (651) 702-0610
www.hobbytown.com

Wings n' Treads
It's all in the details

5515 51st Street NW
Rochester, MN, 55901
www.wingsntreads.com
sales - sales@wingsntreads.com
vendor - vendor@wingsntreads.com

DRAW DECALS

The Aero Historian



Volume 47 Number 8

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

August 2013



Korea Corsairs by Mark Rossmann

Korea—Marine Corsairs by Mark L. Rossmann

History:

There was no sizable force of Marines in the Far East when the war broke out. Reaction time was quick as MAG-33 was ordered to embark on "Badoeng Straight" in early July of 1950, to Kobe Japan. Its first combat missions were flown on August 3 by VMF-214 "Black Sheep",

VMF-323 "Death Rattlers" and VMF(N) -513 "Flying Nightmares" all famous WWII units. In September MAG-12 arrived with VMF-212 "Devilcats" and VMF-312 "Checkerboards"

6 different types were used in Korea, the F4U-4, -4B, -5P, -5N and AU-1, the -4 though with its large availability of numbers bore the brunt of bringing the war to the communists.

Ordinance loads were quite varied and served Corsair units well, General Purpose Bombs, five-inch high-velocity aerial rockets, .50 cal and 20 mm guns, loaded with High Explosive Incendiary, Armor Piercing and standard rounds and on occasion the 11.75 inch "Tiny Tim" rockets.

(Continued on page 4)

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

Article Submission Deadline: 22nd of each month

Editor

Bob Arko
6417 Rice Court
Lino Lakes, MN 55014
651-481-8887
boba@arkokraft.com

Distribution Editor

Rick Schmierer
1852 E. 39 Street
Minneapolis, MN 55407
612-721-8787
rmschmierer@comcast.net

Send articles to:

Bob Arko
6417 Rice court
Lino Lakes, MN 55014
boba@arkokraft.com

Send Change of Address Notice to:
Dave Hueffmeier

TCAH This Month

The monthly meeting will be held Saturday August 10, 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

Now before any of you jump to any conclusions, this is not a desperate attempt to increase newsletter readership....although it couldn't hurt! We've simply entitled this month's column "Modelers without Borders" and for good reason.



Meet Ms. Julie Ludeman from Metz, France. She is the designer and owner of Model Miniature.com. When I first sent these photos to Frank Cuden, he immediately fell off his work bench (MISSION ACCOMPLISHED!) and called me to inquire how on earth I knew this person?! I replied "Through my devilish good looks, wry wit, and charming personality of course!"

Actually, I've known Julie for quite a few years indirectly through kitmaker.com. She, along with her partner Nicholas, have exchanged pleasantries over the years. We've sent well wishes during holidays and times of success as well as letters of support during times of grief. Her

high quality work in 1/72 scale armor has gained her accolades from around the world and for good reason – she's extremely talented and does extensive research on all of her subjects. Often times, you'll see photos of her crawling all over armor subjects and she's not afraid to get her hands dirty in the process. She visits military facilities or museums across France, Belgium, Germany, and Lebanon making connections and getting to know the equipment along the way. She's also handy with a camera. Her photography is *tres bien!*



Frank Cuden is definitely no slouch either. He corresponds with numerous modeling colleagues from around the world on a weekly basis. To me Frank is like the Sid Hartman of modeling world – he knows just about everybody connected to the hobby. The only difference being is that Frank still has his marbles.

As modelers, we are familiar with the likes of Mr. Brett Green who runs Hyperscale and Mr. Mike Benolkin of Cybermodeler. These gentlemen provide an excellent modeling forum as well as deliver prompt updates on the latest and greatest in the hobby industry. My point is this – As a kid growing up in the Twin Cities, I'd never heard of the TCAH. It was not until I relocated back to the Twin Cities in 1991, that I finally became a member. The

(Continued on page 6)

(Continued from page 5)
Carrier USS Sicily(CVE-118) 8/50 – 11/50), deployed to Yonpo (K-27) December of "50". This aircraft crash landed in North Korea at Koto-ri on December 9th. It was captured by the enemy after airstrip was abandoned. (Hasegawa)

#4 : F4U-5N of VMF(N)-513 "Flying Nightmares". Tail Code "WF", at Pusan (K1) flown by Capt. Eugene Derrickson. Marine Night fighter aircraft were painted "matt" black" in the spring of "51"and their codes painted dull red by 1952. (Hasegawa)

#5: F4U-4 of VMF-312, "Checkerboards", Tail Code "WR", on board USS Bataan (CVL 29) June 1951and at Kimpo(K-14). The last arial victories credited to a Marine Corsair were that of Capt. James Folmer of VMA-312 deployed at Pyongtaek(K-6) in September of "52". He shot down one of two Mig-15's that bounced him and his wingman, but in turn was shot down by four more Mig's and was rescued by a USAF SA-16. (Hasegawa)

#6 F4U-4 of VMF-323, "Death Rattlers", Tail Code "WS", on board USS Badoeng Strait (CVE-116) July 1950 to March 1951(Flying at Incheon) and at Pyongtaek(K-6). It is noted that the "Rattlesnake" motif gradually faded from use as the war continued for fear of the communist possibly ill treating captured pilots. VMA-323 was the only other unit to fly AU-1's in Korea. (Hasegawa)

This is but a small history of the Korean Marine Corsairs. You can read much more detail about

them as follows:

References:
Vought F4U Corsair – Warpaint Series #70 by Charles Stafrace.

F4U Corsair Units of the Korean War – Osprey Combat Aircraft #78 by Warren Thompson.

Decal Sheets: SuperScale No: 48-758, 48-121 and MicroScale 48-289 Instruction Sheets.



On The Table—July 2013

Modeler	Kit	Manufacturer	Scale
Don Stauffer	Coast Guard Jayhawk HH-60J	Hobby Boss	1/72
Winston Vermilyea	HPH Sukhoi T-50	HPH	1/48
John P. Ross	Mig 29	Great Wall	1/48
Erik Zobel	B-17F	Revell	1/72
Erik Zobel	Pure Heaven Fuel Atered	MPC	1/25
Bob Maderich	Ferrari 801	Ren	1/43
Bob Maderich	1960 Watson Roadster	SMTS	1/43
Keith Bribken	King Tiger (in progress)	Trumpeter	1/16
Mark Rossman	P-51D	Tamiya	1/48

Upcoming Model Events
by Mark Jacques

4 August 2013 – 6th Annual NNL Summer Nationals – IPMS/GTR Auto Modelers @ Algonquin Township Building, 3702 US HWY 14, Crystal Lake, MN, contact Chuck Herrmann at 847-516-0211 or 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.thegluecrew.com

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

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

(Continued from page 2)
only real model magazine I purchased was the one previously put out by Squadron. Imagination and creativity aside, it was a small and limited world back then.

We now have members from across the county and even some residing overseas who are in some fashion connected to the club. A person would have to be legally brain dead to not know we exist. Additionally, the age of information technology has substantially affected our hobby and our interactions with one another. Consequently, this allows us to reach out and explore sites, meet other hobbyists, gain tips, techniques and historical information that forty years ago would have been out of the question. Enjoy the hobby and stay thirsty my

friends! The world is at your fingertips!



The end!



Secretary's Notes
by John Dunphy

Meeting called to order by Johan. Guest & new member Dave Perzel. Old Business: Recycle your old club awards (medallions) and give to Tom Norrbohm by August 1st; Special Awards for Nordic Con, need commitments by August 1st also, can pay the \$40 later.

New Business: Johan will do a 15minute power point presentation in August on the Northwest conversion facility at Holman Field during WWII; Nordic Con Update: need volunteers for judging, security, raffle and Make-N-Take.



Airline Chatter
by Terry Love

The following are announcement of aircraft orders made public at the Paris Air Show during the last two weeks of June –

Lufthansa ordered 100 Airbus A-320s for \$10.41 Billion
Qatar Air bought 9 Boeing777-300ERs valued at \$2.8 Billion.

Skymark Airlines of Japan ordered 4 Boeing 737s. Cost is about \$100million each.

ILFC - the American leasing company - ordered 50 Airbus A-320s worth about \$5 Billion.

Doric - the German aircraft leasing company - ordered 20 Airbus A-380 jumbo airliners. Deal is worth about \$8 Billion.

British Airways announced an order for 100 Boeing 787-100s, the stretched version of the Dreamliner. Cost is \$30 Billion. This is the largest order in British Airway's history, and Dreamliner history.

Singapore Airlines ordered 30 Airbus A-350s and 30 Boeing 787 Dreamliners in a deal worth more than \$17 Billion, which is among the largest orders in airline history. The Boeing 787 Dreamliner order is for the new stretched version of the 787.

Air France announced a purchase of 25 Airbus A-350s worth about \$7.2 Billion.

CIT, an American leasing company, said that they ordered 30 Boeing 737-800s worth about \$3 Billion.

Sri Lankan Airlines ordered 6 Airbus A-330-300s and 4 Airbus A-350s is a deal that is worth about \$2.6 Billion.

United Airlines ordered 20 of the new Boeing 787-100s. This is the stretched version of the 787 Dreamliner. Deliveries will not be before 2018.

Easy Jet Airlines ordered 135 Airbus A-320s worth around \$11.5 Billion. Korean Air ordered 5 Boeing 747-800s and 6 Boeing 777-300ERs. Deal is worth about \$3.6 Billion.

Syphax Airlines of Tunisia, ordered 6 Airbus A-320s.

ALC - an American leasing company - ordered 30 more Boeing 787-100 stretched Dreamliners, and 3 more standard Boeing 787 Dreamliners.

Air China ordered 60 more Airbus A-320s and 40 Airbus A-320s for Shenzhen Airlines - a subsidiary of Air China. Total costs is around \$10 Billion.

Oman Air ordered 3 Airbus A-330-300s. This order will bring their A-330s fleet to 10. Cost for the three is about \$1 Billion.

Singapore Airlines ordered 50 more Airbus A-350s. Singapore already had 20 on order.

TUI Travel is the largest tour operator in Europe and the world. TUI ordered 60 Boeing 737-800s for \$6.9 Billion. They also included an option for 90 more. TUI presently has 141 airliners including 13 Boeing 787 Dreamliners,

Spirit Airlines ordered 20 more Airbus A-321s with an additional conversion of 10

existing A-320 orders to the larger A-321. The 30 Airbus A-321s are worth about \$3.2 Billion.

Hong Kong Aviation Capital - a Chinese leasing company - ordered 60Airbus A-320s worth about \$6.4 Billion. They will be built by the Airbus factory in China.

Silk Airways, a leading cargo airline in Asia, ordered 2 Boeing 747-800s for \$700 million. Silk Airways currently operates 747 and 767 freighters throughout central Asia, Europe and the Middle East.

SAS ordered 8 Airbus A-350s and 4 Airbus A-330-300s. Currently SAS has a fleet of 19 Airbus A-320s 4 Airbus A-330s, and 7 Airbus A-340s. The newly ordered Airbus A-350s will replace the Airbus A-340s.

Airbus announced that during the Paris Air Show, they sold 466 aircraft worth \$68.7 Billion.

Boeing also has a successfulParis Air Show. They announced 442 orders for airliners valued at \$66 Billion. Boeing also had a 40 Boeing 737-800 order from an unidentified customer. Boeing received a total of102 orders for their stretched 787-100 Dreamliner

Treasurer's Report
by Tom Norrbohm

We took in one new member, Dave Perzel of Rosemount. Welcome aboard! Expenses this month came to \$138.88 for Nordic Con and the newsletter. Income was \$135.00 for club dues and Special Awards for Nordic Con. Our balance as of 7/15/13 is \$3790.94.





Jesse Folmar in September of "52", whilst flying with VMF-312 the "Checkerboards". This was the exception from WWII, as battles in the Pacific raged over vast expanses of ocean. This "war", "Police Action" the Marines had relatively short distances to fly to the front, either from escort carriers *USS Sicily*, *Badoeng Strait*, *Bataan*, *Rendova*, *Bairoko* and *Point Cruz* or land bases "Kimpo K-14", "Kangnung K-18", and others as well as into North Korea at "Wonson" and Yonpo K-18". These North Korean bases were shared with F-51's, the only two UN type aircraft to ever be stationed in North Korea.

Lack of Accurate maps of the North hindered operations, the Marines utilizing F4U-5P with only 4 qualified pilots. Its immediate concern was to photo coverage the NKPA movements around the 40 mile perimeter of Pusan. Each sortie was directed by the USAF, the resulting photos were sent daily to the UN Supreme Commander in Tokyo, General Douglas McArthur. MAG-33's detachment two F4U-5P's were tasked with the mapping of Inchon for the September 15th assault. It was imperative to get sound information on the 32 ft. tides for the planners. Photos were taken at varying times of low and high tides, both pilots flew 8 missions over a 4 day period, with time over the target of about 20 minutes, flying a precise box pattern at 2500 ft on all cardinal compass headings. During these missions flown by TSgt. Glowser and Capt. Dykes, they were escorted by two F-82 Mustangs and four F-80C's.

The most pronounced event of the early conflict, besides Inchon, was the heroic retreat by Marine ground units fighting

through tens of thousands of Chinese troops from the Chosin Reservoir. US Air Force, Navy and Marine units pounded Chinese positions. *Philippine Sea*, and *Leyte* were joined by *Princeton* and *Valley Forge* flying round the clock interdiction missions, including Marine Corp. units, TF 77 fielded ten Corsair squadrons by Christmas of 1950.



Several dogfights occurred with a Mig-15 claimed by Capt.

Night fighting Marine Units consisted of VMF(N)-513, flew F4U-5N's, and had an early impact in the war, flying from Itazuka in Japan. This unit was land based through the whole war. Eventually moving to Korea they ranged deep into North Korea, utilizing there advanced radar to detect aircraft, "map" terrain up to 80 miles and detect ground based beacons providing azimuth and distance for almost

100 miles. Most Corsair Night fighter pilots worked closely and
(Continued on page 5)



(Continued from page 4)

effectively with the USAF C-47 "FireFly" flair ships from Kimpo. These C-47's carried hundreds of 1,000,000 candle power Magnesium flairs. These C-47's dropped flares at low levels providing the Marines Night fighter great success working over the trucks, credit is given to these C-47 pilots. The Marines phased out the F4U-5N soon after the F3D's arrived in 1952, by war's end they were only operating "day" models of the Corsair.

The Marines deployed only six Corsair units to the conflict, the last at conflicts end in July of 1953, was VMA-332, the Flying Polka Dots arrived June of "53", aboard the *Point Cruz*, which took over the aircraft of VMA-312. (By 1952 the VMF designation was changed to VMA.)

In the end these squadrons became legends with dedication to protecting ground troops. 315 Corsairs were lost to all causes, with 260 lost from August 1950 to July 1952. Here are just a few examples:

#1- 8/8/1950 – VMF-323 lost an F4U-4B by another aircraft that jumped a landing barrier. Pilot slightly injured.

#100 – 5/2/1951 - VMF-214 F4U-4B hit by AAA, pilot bales and is repatriated during Operation Big Switch

#200 – 12/5/1951 – VMF-312 F4U-4B destroyed when hit by a crippled AD-4L landing at K-18.

#300 – 2/8/1953 – VMA-312 hit by small arms fire, crashed and burned north of Yonch-On. Capt. Joseph Januszewski was listed KIA, his remains were later



recovered.

#315 -7/24/1953 – VMA-332 F4U-4 Ditched at takeoff from *USS Bairoko*. Lt. Arthur Beasley rescued by helicopter.

Models and Markings:

The models are all 1/48 scale and are from Academy and Hasegawa. Each has their strong and weak points, but provides a great lineup of Korean Corsairs. Overall painting was done with testers Deep Sea Blue and Tamiya Black spray cans. Kit and aftermarket decals were used.

#1: AU-1 of VMA-212 "Devilcats". Tail Code LD, at Pyongtaek(K-6), May of "53". The ultimate Corsair for full ground attack, with R-2800-83W engine, extra pair of rocket rails giving 10 and heavier armor to protect the pilot. Only 111 were built. (Hasegawa)

#2: F4U-4B of VMA-332 "Flying PolkaDots", Tail Code "MR". onboard *USS Point Cruz* (CVE-119). This was the last Marine squadron to be deployed with the Corsair, from June through December of "53". (Academy)

#3: F4U-4B of VMF -214 "Black Sheep". Tail Code "WE",
(Continued on page 7)