

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



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January 2014



Italeri 1/48 F7F-3N
 by Mark Rossmann

Korea Tiger by Mark L. Rossmann

History: The F7Fs were ordered at the same time the F6F prototype, June of "41". For two years the Navy had been studying the war in Europe and concluded the following were needed in an aircraft; self sealing tanks, armament, protective armor and a powerful engine.

The Navy asked Grumman for a fighter that had two hundred times heavier firepower than current fighters and at over 4000 H.P. Grumman was to match this aircraft to the Midway Class carriers then being constructed. The aircraft proved too fast and large for these carriers, but it proved more troublesome running on one engine and the arresting hook was having issues. Thus becoming land

based with the Marines, which ordered 500 of them.

Production deliveries began in April of "44", but operational teething slowed it's clearance to use until the last few months of the year. Thus an aircraft developed at the height of the war missed the big one. With no war to fight the cat had few versions, but the Marines did use

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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 January 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

Welcome to 2014 where the first few months will be busy starting with this month's club contest. This is followed by February's annual club celebration and recognition of its' outstanding members of 2013. While we're at it, let's not overlook the month of March that will roll in like a lion with the club's annual auction. Essentially, there will be plenty to look forward to and prepared for in the coming year.

John Ross Sr. & Jr. have eagerly volunteered to represent the TCAH contingent for Nordicon. If you did not get a chance to volunteer or have any questions concerning this year's upcoming event, please see them for details. As the year progresses, we look forward to monthly updates from them.

Before we forget, we wanted to take time out to remember both Ken Jensen and Dave Huffmeier who are both on the mend and recovering. They are in our thoughts & prayers. If anyone has further news of their progress, please feel free to share it with the membership. We look forward to their return!

Frank Cuden has reached out to two individuals who are connected with the club and who served in the Vietnam War. At some point this year, they will separately share their experiences with the club – stay tuned!

While on the subject of sharing – Members have expressed an interest in seeing more short but informative presentations but this can only occur with your help and active involvement!

If any members care to participate and share information during the course of a meeting, whether it be historical or modeling, please let us know. As always, we have to roll with the flow and adhere to time constraints; however, if given advance notice we can plan accordingly. Past examples include: Steve Erickson "Modeling the Aces", Steve Macey's USCG experience and the Edmund Fitzgerald, Bob Friskney's informative Airline presentations, Steve Hustad's experience in working with dioramas. The list goes on, but the important question remains – what can you do to add to the list and make your club better?



Secretary's Notes
 by John Dunphy

Meeting called to order by Johan at 1:20. **Old Business:** Nordic Con vote favored the 'Co-op' style where all involved clubs, including TCAH will share financial responsibilities of Nordic Con 2014. John Ross Jr. & Sr. are the Nordic Con reps for TCAH. Club voted to keep the annual club contest (held in January) awards to the monetary gift certificates of \$15, \$10 & \$5 for 1st, 2nd & 3rd place. Pizza will be served at the February awards meeting. Auction is in March. **New Business:** Nominations for the club awards are:

MODELLER OF THE YEAR: Dennis Strand, Eric Zabel, John Dunphy, Bob Maderich, Mark Krumery, Don Stauffer.

HISTORIAN OF THE YEAR: Mark Rossmann, Johannes Allert



On The Table—December 2013

Modeler	Kit	Manufacturer	Scale
John Dunphy	F6F Hellcat	HobbyBoss	1/48th
Bob Steinbrunn	Me-163 Komet	Hawk	1/48th
Mark Rossmann	Bf-109G	Academy	1/48th
" "	F-86	Hasegawa	1/48th
John Eian	F-86H	Collectaire	1/48th
Erik Zabel	P-47D	Academy	1/72nd
" "	F-8E	Academy	1/72nd
" "	Hurricane Mk.IIc	Revell	1/72nd
Jim Kloek	Krivak I	Skywave	1/700th
Bob Maderich	Type 95	Dragon	1/35th
" "	Cobra	Monogram	1/24th

Upcoming Model Events
by Mark Jacques

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 2014 – 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 2014 – 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 2014 – 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.

Treasurer's Report
by Tom Norrbohm

As of December 15, we have 71 paid/Life members out of 90 members. A handful of unpaid members have expressed to me that they will not be renewing their club dues.

Income from dues was \$360.00. Expenses for last 3 months of newsletter/postage, and Lease payment, etc. was \$368.03. Club balance as of 12/15/13 is \$4803.07.

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tail sits, a common position for the actual plane. The aircraft is painted flat black, with white decals used for a VMF(N)-513 Tigercat, based at K-18 at Kangnung airbase, in the winter of "51-52"

Conclusion: The kit was very good with a simple cockpit that could use extra detailing. It had no build problems except for lack of having enough weight in the nose, but the real aircraft does sit on its tail.

References:
Italeri instruction sheet.
Web sites: militaryfactory.com, Wikipedia.com
Combat Aircraft by Salamander Books



Fueled vs. Unfueled

Airline Chatter
by Terry Love

Delta Airlines flew its last DC-9 flight on January 6, 2014 from multiple cities to Atlanta. Delta flew its first DC-9 flight on December 8, 1965.

Kuwait Airways ordered 15 Airbus A-320s, and 10 Airbus A-350s with an option for 10 more. Kuwait Airways wants to takeout of service 11 airliners from its 17 airliner fleet, which now averages over 18 years old.

Southwest Airlines is dropping service into Branson, Missouri, Key West, Florida, and Jackson, Mississippi next June 7, 2014.

Air Caraibis, a French airline, ordered 3 Airbus A-350s for \$1 Billion. Emirates Airlines ordered 50 more Airbus A-380s in a deal worth \$23 Billion. This deal brings the total Emirates Airbus A-380 fleet to 140 - far and away the largest A-380 fleet in the world.

Air Canada ordered 61 Boeing 737-800s with options for 48 more. These 737s would replace all of air Canada's fleet of Airbus A-320s.

American Airlines ordered 60 Embraers valued at \$2.5 Billion and 30 Bombardier CRJ-900s worth \$1.42 Billion. American Airlines also ordered 40 Bombardier options and 90 Embraer options for a total of \$9 Billion.

Norwegian Air ordered 2 more Boeing 787 Dreamliners.

Delta Airlines says it will ban cell phones in flight even is the government says it is alright to do so.

Ai Asia ordered 25 Airbus A-330-300s for a deal worth \$6 Billion.

Delta Airlines retired the last DC-9 on January 7, 2014. On January 6, 2014, Delta retired 7 DC-9-51s, and the following day, retired the remaining 5 DC-9-51s. They were all originally ordered by North Central Airlines and deliveries began in July of 1976.

Delta Airlines is now selling seats on non-stop flights out of Dallas Love Field beginning service in October of 2014.

Cathay Pacific of Hong Kong ordered 21 Boeing 777-900s. Cost is about \$7 Billion.

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them in China, post WWII, to protect U.S. interests from the oncoming communists.

The large airframe provided many possibilities for armament and the Tigercat received plenty. The Navy liked the rapid fire of machine guns, while the Russians and Germans knew the lethality of cannon fire against bombers. So, 50 calibers were fitted in the nose and 20MM cannon in the wings (although the -3N model had the MG's removed to provide for radar, but retained the lethal cannon). Additionally two 1,000 lb. bombs and 8 rockets could also be carried along with the flight extending drop tank. This large aircraft was often seen sitting on its long tail, as this model does, but once loaded with fuel would gradually ease back on its tricycle gear.

Only 60 -3N night fighters were built being equipped with

the APS-6 radar. Changes to alleviate shortcomings, with two higher performance engines and a larger tail, upped the speed to 435 MPH, provided a ceiling of 40,700 ft. and a range of 1200 miles fully loaded at 25,775 lbs. But it still failed carrier acceptance and remained land based. The only version finally cleared for carriers was the -4N.

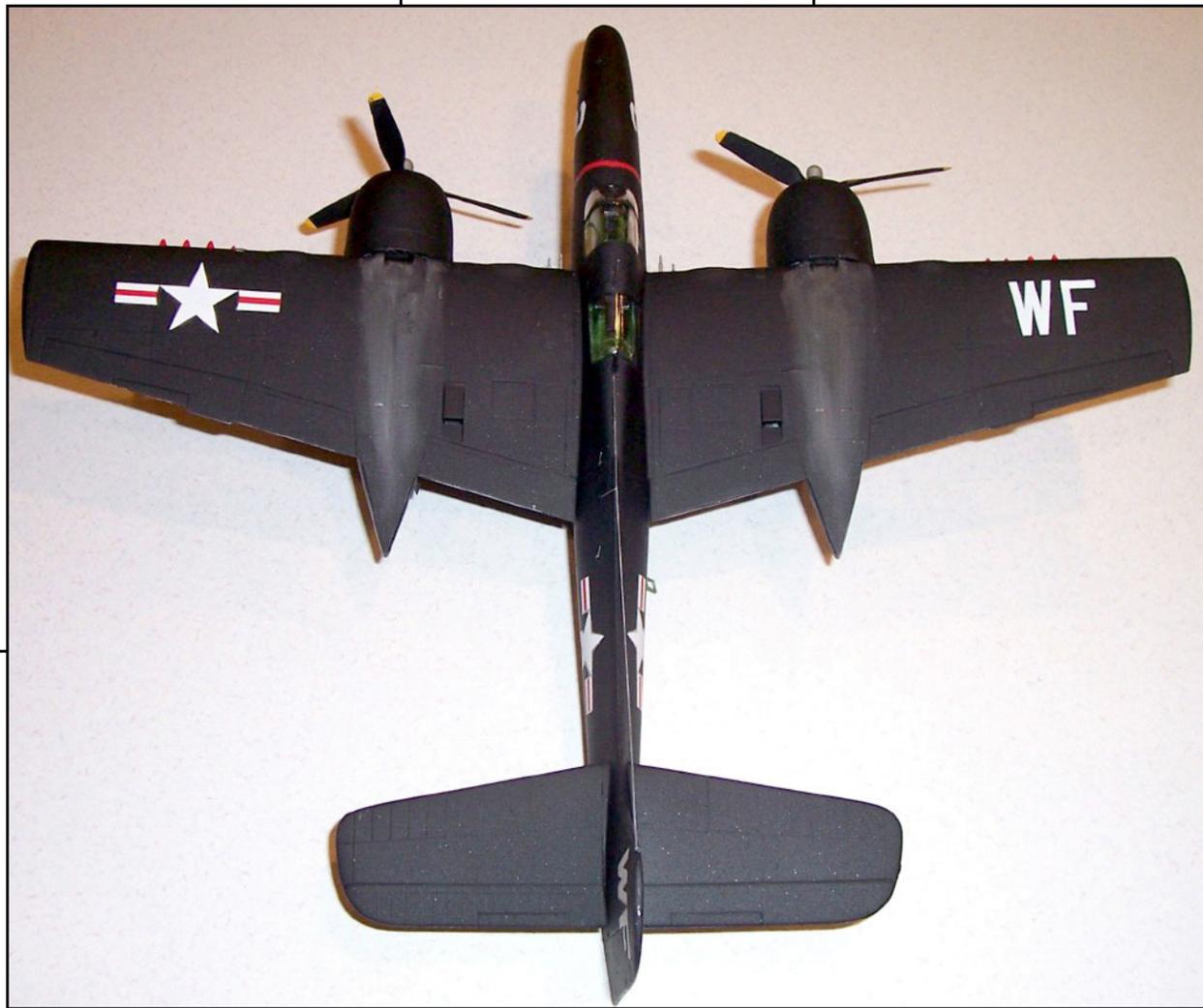
The Korean war brought the Marine VMF(N)-513 "Flying Nightmares" F7F's stationed in Japan, into the fray to stop the communists. These were used for Night Intruder missions. Initially painted Sea Blue with white markings, this became flat black with white markings in "51", and flat black with low-vis red markings in "52". Marine night fighting Corsairs also followed these painting changes. Tigercat

(8842) had the distinction of getting the first night victory for the U.S. Marines as well as the first ever victory for the F7F. The aircraft was crewed by Capt. E.B. Long and W.O. R.C. Buckingham on the night of July 1st 1951 when they intercepted a NKAF PO-2 north of Kimpo. Being a very slow target made of fabric, it was difficult to intercept, but a burst of 20 mm flamed the over matched PO-2. Later, after another Marine aircraft dispensed a third PO-2, the North Koreans quit running nighttime heckling missions for the rest of the summer. The Tigercat was withdrawn from service in 1954, later giving honorable service fighting forest fires.

The Tigercat was originally named Tomcat, but negative connotations caused the name change.

Construction: Kit was built OOB. I placed as much weight in the nose as possible, but it still

(Continued on page 6)



TCAH Annual Recognition Awards
by Johannes Allert

Every year, TCAH takes time out to remember the contributions of its members. At last month's meeting, various members were nominated for the following categories:

Modeler of the Year

- Dennis Strand
- Erik Zabel
- Mark Krumrey
- Don Stauffer
- Bob Maderich
- John Dunphy

Historian of the Year

- Mark Rossman
- Johannes Allert

Ballots will be passed out at the next meeting for each paid member to vote for one person in each category. As a reminder, Member of the Year is selected by the three previous recipients of that particular award. Voting will take place in January and the awards will be presented at the February meeting.

