

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 I-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 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
- Turn right (south) onto Henry Ave. and go approximately .2

The terminal is on the right with parking available.

- 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 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 up who are interested in aviation modeling, photography, collecting, art and writing.

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 to the editor and address changes to the treasurer.

The Aero Historian

Volume 53 Number 1

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



January 2019



Czech 1/32 F-80C Shooting Star
by Mark L. Rossmann

Korea Star
by Mark L. Rossmann

History:

One of the most important combat aircraft to see action in Korea was the straight winged Lockheed F-80 Shooting Star. P-80 was designed to be the first Army Air Force jet, when in 1947 the NSA Act created the United States Air Force all "P-" designations were changed to "F-". Clarence "Kelley" Johnson

was the master Lockheed designer that made legendary contributions to American airpower. The Air Force accepted 1,731 F-80's and 128 TF-80C's from the original contract, final cost of each aircraft \$93,456.00. With the workload it provided in Korea, taxpayers got their money's worth.

For this jet, we jump to Korea: With the breakout of war, on June 25th 1950, the F-80 units to be available for deployment from the Pacific and Far East

were in the 5th, 13th and 20th Air Forces. The 18th FBG at Clark airfield, 51st FIW at Naha Air Base Okinawa, 49th FBG at Misawa Air Base Japan, 35th FIW at Yakota Air Base Japan, the 8th FBW at Itazuke Air base Japan and the 8th Tactical Recon Group at Yakota. At this time no F-51 groups were present in the theater.

The 8th FBW, under Col. John Price, was the first unit notified of what was called "The (Continued on page 3)

<p>TCAH Officers</p> <p>President, Bernie Kugel</p> <p>Vice-President, John R. Ross</p> <p>Secretary, Bob Ferreria</p> <p>Treasurer, Dennis Strand</p> <p>Historian, Merrill Anderson</p>	<p>President's Report by Bernie Kugel</p> <p>Happy New Year to my fellow Aero Historians.</p> <p>Starting my third year as president and we start out again with a problem. I sent out our check as well as MMFS to book the meeting room for 2019. Unfortunately I found out that the building has been reserved on both our January and April meetings. They were both booked over three months ago and are reserving the whole building for the day. There is nothing that we can do about it. But we were able to secure all our other meeting dates for the year.</p>	<p>Treasurer's Report by Dennis Strand</p> <p>I hope everyone had a wonderful holiday season. At the end of 2018 we find ourselves with \$5003.42 in the TCAH bank account. This compares reasonably with our annual 2017 total of \$5166.36</p> <p>During the last 30 days we have paid the rent for our meeting room at \$321.38. Two gift certificates were honored for a total of \$30.00 and one IPMS membership was paid for a current club officer at \$30.00. This results in an expense of \$366.38. On the plus side, there were 6 TCAH renewals during the December meeting for \$90.00 income.</p>	<p>(Continued from page 6)</p> <p>were quickly removed following orders to this effect from the 8th FBG HQ. This jet was flown by Lt. Tom Owens who actually painted the nose art.</p>	<p>before assembly then mask it off before the silver spray, some post touch-up may be needed.</p> <p>Decals:</p> <ol style="list-style-type: none"> 1) Super Scale International F-80C Shooting Star, MS320245. 2) Microscale Parallel 1/4 "wide stripes, PS-2-1/4, for the walkways. 3) Airscale Early Allied Jet Dial decals, AS32 AJET, for the instrument dials. 4) Kit decals for the stencils. <p>This was my second 1/32 scale aircraft model, was very nice to build.</p>	<p>Overall I am satisfied with the turnout of the model and I actually entered it in the I.P.M.S. Nationals in Phoenix this past August 2018</p>																																																																								
Newsletter Info <i>Article Submission Deadline: 22nd of each month</i>																																																																													
<p>Editor Bob Arko 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>TCAH This Month Temporary New Meeting Location</p> <p>The monthly meeting will be held January 12, at Inver Glen Library in Inver Grove Heights. The address is: 8098 Blaine Ave E. Inver Grove Heights, MN 55076.</p>  <p></p>	<p>I have been able to secure the meeting room at the Inver Glen Library in Inver Grove Heights for our January meeting. If you are familiar with where NordicCon was held for the last two years, The library is just on the other side of Hwy 52 on 80th St. About two blocks or so. The address is: 8098 Blaine Ave E. Inver Grove Heights, MN 55076. We have the room from 12pm til 3pm. I will discuss more about this at the meeting.</p> <p>We have decided to postpone the annual club contest until February. So it will give you more time to finish what you started in 2018.</p> <p>At our December meeting we had our annual White Elephant challenge. We all had a very good time and John Roll even had a built model on the table.</p> <p>Hope you all had a good Holiday season.</p> <p>Model on</p> 	<p>As of today, December 11, 2018, we have 42 paid club members and 8 "life" members, who do not pay dues. During 2017, we had a total of 66 members at the end of the year. This included both paying and "life" members. In order to maximize our membership numbers and as I have done in the past, I am going to email reminders to everyone on the club roster who has not yet joined for 2019. If you have already received your membership card for this year and you get a reminder from me, just let me know and I will correct my records. The new roster should come out in April.</p> <p>If you have not signed up yet and wish me to send you a 2019 TCAH membership card in the mail, send \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul MN 55107.</p> <p>Bye for now.</p> 	<p>Painting: Used Tamiya silver (TS-30) overall, Tamiya Red (TS-86) for the bottom of the nose, Tamaya Black semi-gloss (TS-29) for the radar dome, and US Neutral Grey (AS-7) for the top of the tail. I over-sprayed with Tamiya's Semi-Gloss before placing the canopy on. Only challenge was inside the air intake, need to do painting</p>	<p>On The Table—December 2018</p> <table border="1"> <thead> <tr> <th>Modeler</th> <th>Kit</th> <th>Manufacturer</th> <th>Scale</th> </tr> </thead> <tbody> <tr> <td>Steve Jantcher</td> <td>Junkers J.1</td> <td>Wingnut Wings</td> <td>1/32</td> </tr> <tr> <td>Steve Jantcher</td> <td>Junkers D.1 Engine</td> <td>Wingnut Wings</td> <td>1/32</td> </tr> <tr> <td>Frank Cuden</td> <td>P-51H</td> <td>Classic Airframes</td> <td>1/48</td> </tr> <tr> <td>Frank Cuden</td> <td>B-36A</td> <td>Revell</td> <td>1/181</td> </tr> <tr> <td>Bob Maderich</td> <td>Char 2c</td> <td>Meng</td> <td>1/35</td> </tr> <tr> <td>Bob Maderich</td> <td>Neuport 11 Bebe</td> <td>Eduard</td> <td>1/48</td> </tr> <tr> <td>Steve Shaffer</td> <td>F/A-18B Blue Angels</td> <td>Kinetic</td> <td>1/48</td> </tr> <tr> <td>Steve Erikson</td> <td>He.162</td> <td>Tamiya</td> <td>1/48</td> </tr> <tr> <td>White Elephants</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Bob Maderich</td> <td>Stearman</td> <td>Revell</td> <td>1/48</td> </tr> <tr> <td>John Ross</td> <td>F-102</td> <td>Monogram</td> <td>1/48</td> </tr> <tr> <td>Steve Shaffer</td> <td>Cessna 172</td> <td>Minicraft</td> <td>1/48</td> </tr> <tr> <td>Erik Zable</td> <td>MiG-15</td> <td>Tamiya</td> <td>1/48</td> </tr> <tr> <td>Bernie Kugel</td> <td>Mustang III</td> <td>Tamiya</td> <td>1/48</td> </tr> <tr> <td>Keith Brusten</td> <td>P-40B</td> <td>Trumpeter</td> <td>1/48</td> </tr> <tr> <td>Bob Arko</td> <td>Su-76</td> <td>Alan</td> <td>1/35</td> </tr> <tr> <td>John Roll</td> <td>F-104G</td> <td>Hasegawa</td> <td>1/72</td> </tr> </tbody> </table>	Modeler	Kit	Manufacturer	Scale	Steve Jantcher	Junkers J.1	Wingnut Wings	1/32	Steve Jantcher	Junkers D.1 Engine	Wingnut Wings	1/32	Frank Cuden	P-51H	Classic Airframes	1/48	Frank Cuden	B-36A	Revell	1/181	Bob Maderich	Char 2c	Meng	1/35	Bob Maderich	Neuport 11 Bebe	Eduard	1/48	Steve Shaffer	F/A-18B Blue Angels	Kinetic	1/48	Steve Erikson	He.162	Tamiya	1/48	White Elephants				Bob Maderich	Stearman	Revell	1/48	John Ross	F-102	Monogram	1/48	Steve Shaffer	Cessna 172	Minicraft	1/48	Erik Zable	MiG-15	Tamiya	1/48	Bernie Kugel	Mustang III	Tamiya	1/48	Keith Brusten	P-40B	Trumpeter	1/48	Bob Arko	Su-76	Alan	1/35	John Roll	F-104G	Hasegawa	1/72	
Modeler	Kit	Manufacturer	Scale																																																																										
Steve Jantcher	Junkers J.1	Wingnut Wings	1/32																																																																										
Steve Jantcher	Junkers D.1 Engine	Wingnut Wings	1/32																																																																										
Frank Cuden	P-51H	Classic Airframes	1/48																																																																										
Frank Cuden	B-36A	Revell	1/181																																																																										
Bob Maderich	Char 2c	Meng	1/35																																																																										
Bob Maderich	Neuport 11 Bebe	Eduard	1/48																																																																										
Steve Shaffer	F/A-18B Blue Angels	Kinetic	1/48																																																																										
Steve Erikson	He.162	Tamiya	1/48																																																																										
White Elephants																																																																													
Bob Maderich	Stearman	Revell	1/48																																																																										
John Ross	F-102	Monogram	1/48																																																																										
Steve Shaffer	Cessna 172	Minicraft	1/48																																																																										
Erik Zable	MiG-15	Tamiya	1/48																																																																										
Bernie Kugel	Mustang III	Tamiya	1/48																																																																										
Keith Brusten	P-40B	Trumpeter	1/48																																																																										
Bob Arko	Su-76	Alan	1/35																																																																										
John Roll	F-104G	Hasegawa	1/72																																																																										

(Continued from page 3)

aerial rockets and dropped 33,266 tons of bombs. Losses due to enemy action: Air to Air (14), Ground Fire (113), Unknown causes (16), losses on combat mission's non-enemy action (134), total combat losses were (277). All F-80 groups that saw combat received a Distinguished Unit Citation.

Model

This is the 1/32 Czech Model F-80C. The kit is simple to build, 5 sprues, has no engine, just the tail pipe. Some nice extras are the Resin parts for wheels, ejection seat, cockpit interior levers and side panel instruments. And Photo-etch parts for the instrument panel. Options for the Lockheed standard 165-gallon tank or the Misawa 265-gallon tank and two bombs. No rockets or JATO packs.

The model took about a month to build. You'll need weights in the nose. Nice set of stencil and common data markings and 3 optional markings: 1) F-80C-10-LO 49-650 'Saggin Draggin', 16th FIS, 51st FIW, Suwon, March 1951, 2) F-80C-10-LO- 49-423, 8th FBG, Wing Commanders jet, Lt. Col Levi Chase, Suwon, March 1952, and 3) F-80C-10-LO 49-765, "Li'l Dottie", 80th FBG, Lt. Roy Marsh, Taegu, December 1950.

For this model I chose to

use the Super Scale decals for "The Beer City Special". F-80C-10-LO 49-748, 36th FBS, 8th FBG, Suwon, late 1952. Saw the shark mouth and I

had to build it. The unit briefly sported several aircraft similarly painted from late 1952 into early 1953, but

(Continued on page 7)



(Continued from page 1)

Korea Emergency", the Colonel immediately ordered his commanders to prepare for action. President Truman, on June 27th, ordered the 8th FBW to take aggressive action against the North Korean forces. Intelligence was next to nil, so the 8th Tactical recon Squadron was ordered to take stereo photos of all North Korean Airfields. Most F-80 units were moved to airfields in Japan, where their limited range would be most effective, as no fields in South Korea were suitable for jet operations at the time.

On June 27th the first F-80 blood was drawn. 1st Lt. William Morris, of the 9th FBS shot down an LA-7. On July 3rd, the first F-80 pilot loss occurred. Maj. Amos Studer, commanding officer of the 80th FBS, strafed a column of tanks northeast of Suwon. He was hit by ground fire and flames were seen from his plenum chamber and tail pipe. He set up his jet for a glide back to South Korea by "stocking up" his engine. As the fighter approached low hills, it nosed down and the fighter exploded on impact. He was replaced by Major Harold Price as commanding officer.

Early combat time was limited to about 10 minutes over the target, caused by the limited flying range from Japanese air bases, which restricted the amount of ordnance it could carry. However, in late July of 1950, Gen Earl Partridge,

commander 5th AF, over ruled the veto of the use of tip tanks and ordered the big "Misawa" tip tanks to be manufactured a.s.a.p., so all committed F-80's could use them.

Issues occurred with old .50 caliber ammo, which misfired or didn't fire at all. Gun barrels ruptured because pilots held the trigger finger down too long and they overheated or because of the faulty rounds. Fuses for bombs and napalm were old and often failed to detonate. Pilots had never fired the ineffective 2.5 "or the 5" HVAR rockets. Combat conditions required pilots to fire below the minimum peace time limits. This resulted in F-80's being hit by their own rocket fragments before pilots learned they couldn't fire them any closer than 1200' slant range and then immediately pull up. The 80th FBS alone had 22 F-80's damaged by this cause.

The first 5 weeks of war resulted in the 8th FBW and associated units losing 17 F-80's, seven pilots MIA, one KIA, one wounded.

In August of 1950, the 35th, 36th FBS gave up their F-80's for F-51's solely because the F-51's could operate from airfields in Korea, which were closer to the front line, and pilots could loiter over targets deep in the north for over an hour. Flying back to a close base they could rearm and refuel for second or third missions.

As the war wore on, unit's F-80's was replaced by F-84's and eventually F-86-40's. The last unit flying F-80's into 1953 was the 8th FBG, losing their last pilot on March 1st, Lt. Doug Smith on a "Thaw" night recce mission. Smith could not find the target and called the "Parka" controller, but couldn't establish contact. Calling "in the blind" for anyone to assist to give him a bearing home, he was too far away and low to receive anyone's instructions. He disappeared and was declared killed after the war was over, "body not recovered". The last 8th F-80 lost was on April 1st, 1st Lt. Donald Dahl was hit by AA on a dive-bombing run. He got back about 7 miles north of Seoul before ejecting and being recovered.

The last F-80 fighter bomber mission was on April 30th 1953, attacking the abandoned airfield at Haeju peninsula, returning the war weary F-80s to the 35th FIW, in Japan, for garrison duties. The F-80 continued on with the 67th TRW, for armed recce missions with RF-80's till wars end. By end of June only 6 remained with the unit. The last F-80 loss of the war occurred on July 10th, 1953. The last FEAF F-80 unit, 40th FIS, gave up their jets in January of 1954.

In the end F-80 pilots scored 17 confirmed kills, 5 IL-10's, 9 Yak-9's and 3 Mig-15's. F-80's completed 98,515 combat sorties, fired 80,935

(Continued on page 6)

