



Monogram 1/48 scale F9F-5 Panther
by Mark L. Rossmann

Korea Panthers -5s by Mark L. Rossmann

History:

After WWII, peace and prosperity came to an abrupt end when Communist North Korea smashed into South Korea on June 25th 1950. The Air Force threw everything it had from Japan, but there was still a need to get more aircraft into the region, U.S. aircraft carriers; the nearest was the USS Valley Forge (CV-45), in Hong Kong over 1000 miles away.

Within hours all personal

were back on board and Valley Forge and steaming to Subic Bay to be readied for combat. Arriving off the coast of Korea on July 1, she joined up with HMS Triumph as part of Task Force 77, with Carrier Air Group (CVG 5) and two squadrons of F9F-3's with VF-51 and VF-52.

Panthers flew the duration of the war using the -2 through -5, and the photo-recon version -2P and -5P. The -5, the last production version, its first delivery was made on November 5, 1950. Production continued through January 13, 1953 when Panther production ceased, with 616 built during this time. It is noted that the -4 was also

brought up to the -5 standard. This was the last step before the swept wings made their appearance.

Changes:

There were differences between the previous versions and -5, as follows:

1. Up-rated Pratt & Whitney J48-P-6 or -8 turbojet, based on the British Tay engine.
2. 7000 lbs. of thrust with water alcohol injection (vs -2. 5700 lbs. wet thrust)
3. Top speed 604 mph at sea level.
4. Rate of climb 5090 ft per min.
5. Empty 10,147 lbs., gross

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TCAH Officers

- President**, Bernie Kugel
- Vice-President**, John R. Ross
- Secretary**, Bob Ferreria
- Treasurer**, Dennis Strand
- Historian**, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held September 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.

President's Report
by Bernie Kugel

NordicCon is just as few weeks from now. And while the crew is getting everything together, we still need help from all that we can. Judging, Set-up and Tear-down, Make N Take. If you can help, please see one of us in the wild orange and blue Hawaiian shirts.

As my tenure as President is winding down. I need to remind all of the members that all four officer positions are open. If you have any considerations of running for office, we will have nominations at the September and October meetings.

Hope to see you all at NordicCon,

Model on

Treasurer's Report
by Dennis Strand

There was no club financial activity during the last 30 days. Our cash assets remain at \$5476.22.

The month of September brings about the TCAH membership drive. Please renew or sign up to join the Twin City Aero Historians for 2020. The dues continue to be \$15.00 per year. For those who recently joined and are not getting a full year's worth of membership credit, I believe we can arrange a discount. For those who cannot attend the meetings, please send a \$15.00 check to me:

Dennis Strand,
833 Manomin Ave.,
St. Paul, MN 55107

and I will send you a new membership card.

We currently have 67 members. This is again showing a slight decline in our membership numbers. Since the club depends on dues and sales during our annual auction in order to continue operating and assisting other aviation related organizations, it is important for all members to be current in their membership dues.

See you at the September meeting.

career and because of the longer fuselage.

13. Reshaped air intakes with an outboard wing fence.

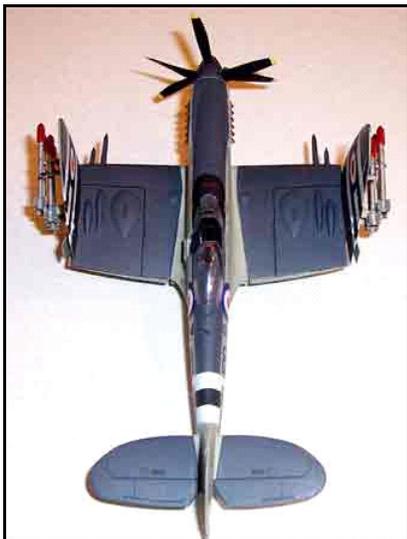
Combat:

In November of "52" Valley Forge(CVA-45), operated F9F-5 Panthers and reported no issue

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- weight 18,721 lbs.
- 6. Range 1300 miles
- 7. Service Ceiling 42,800 ft
- 8. Carrier take-off weight was 20,600 lbs.
- 9. Armament 4 20mm cannon, 190 rounds per gun
- 10. Bomb combinations: Two 1000 lb. bombs, six 500 lb. bombs, eight 250 lb. bombs; six 5 inch rockets
- 11. Lengthening of the fuselage, just ahead of the wing root, for more fuel capacity because of the gas guzzling J48.
- 12. Vertical tail was taller with a more pointed tip in an attempt to solve directional stability problems through its



From the VP

by John Ross

September is here and we have a lot going on, mainly NordicCon.

First, let's talk about the raffle. Please select a complete, unstarted kit you would like to donate to the raffle or silent auction for NordicCon. Just like the club auction, this has become one of the corner stones for financing the event every year so every item counts. Please drop your donations off with Bob Maderich.

Next we'll talk about Pre-Registration. Pre-Registration is a great way to help streamline your entrance into NordicCon. It will cut down on the amount of time you have to spend filling out paperwork at the show, cuts down on the time we spend processing your paperwork and really streamlines your ability to just walk into the show. Even if you don't know all the kits you want to enter, you will see a significant reduction in time to get those last couple of gems into the contest.

Finally, we are always looking for volunteers. We always need help setting things up or taking things down. Bernie is usually looking for some judging help and we always need some help at the Make-N-Take, sometimes its just to let someone use the rest room. Don't be afraid to walk up to one of us at the show in our Hawaiian shirts and offer your help!

Thanks in advance and I'm sure we'll have a great show thanks to your help!



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with catapulting the larger heavier jets with the newer H4B catapults. The fully loaded -5 was 19,000 lbs., this allowed the -5 to launch with a normal load of eight 250 lb. bombs with little risk. Increasing the ordnance load by 1200 lbs. lowered the combat radius of the jet. A fighter bomber configuration, the jet had about 200 nautical mile radius allowing only 12 minutes over the target for identification and attack vs. the fighter configuration which was a 300 nautical miles radius. With wing tip tanks the jet could carry 5800 lbs. of fuel.

The shorter (CV) carriers needed to get plenty of wind across the flight decks to get the maximum performances from the -5's, the catapults on the CV's in use, struggled to handle the heavier -5's. -5's was the first to land because of fuel consumption issue, flying at 10,000ft., for 10 minutes at 82% power, it burned 400 lbs. of fuel.

Later in December of "52", the USS Philippine Sea, CVA-47, was making its final war cruise with VC-61 Det "M" with F9F-5P's; these were built specifically as recon jets and were not converted from -5 stocks. The nose of the -5P, housing the camera bay, was about 12 inches longer than the standard -5 model. These aircraft came unpainted allowing for higher speed. In the end though, salt water corrosion took place and the deep-sea blue color went back on.

The Marines received -5's on April 28th, 1953. For VMF-115 and VMF-311 in May.

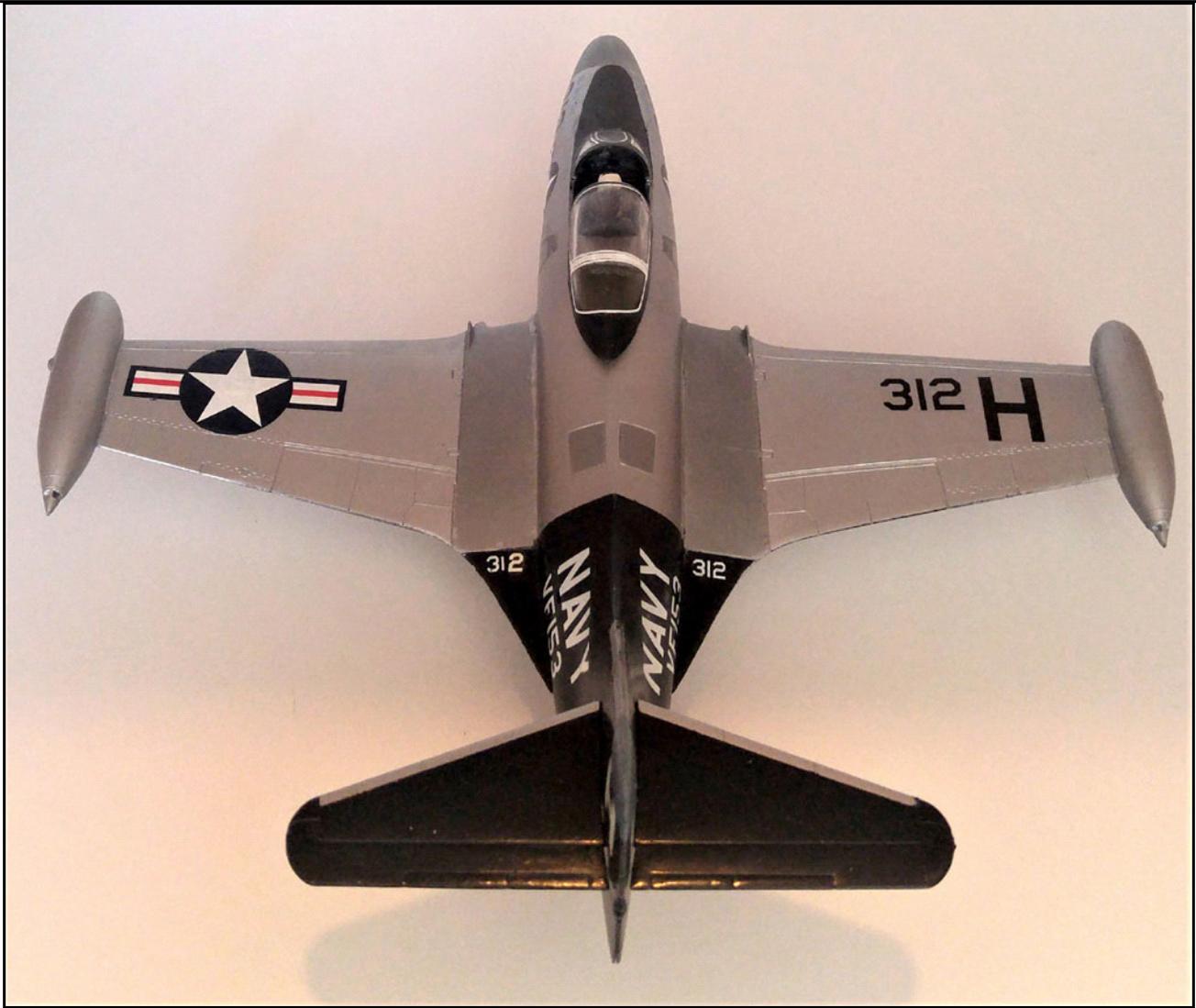
[Two significant -5 stories came out of Korea; MiG Kills](#)

USS Oriskany(CVA-34) arrived late October of '52' giving the -5 its first taste of combat. On November 11th, in the blowing snow of Siberia, VF-781 pilot Lt. Royce Williams and wingman Lt (jg) Dave Rowlands were flying CAP for TF-77 with two other -5s when word came that 7 MiG-15's were heading to TF-77's position operating southeast of the North Korean city of Chongjin. The bogies were 85 miles north of TF77, inbound, orders were simply – Intercept. The four pilots had never flown together before, and Williams stated, in a 2012 interview, he hadn't flown in 10 days. The Panthers continued up to 16,000 ft.,

Williams spotted 7 contrails at 40,000 ft., MiG-15's with the Red Star of Russia. Lt. Elwood the flight leader reported a fuel pump warning light. He was ordered back over the Oriskany with his wing-man. Odds just dropped 7 to 2, as the remaining Panthers climbed.

The Panthers at 26,000 ft, saw the Russians split and were attacked by a strung-out compliment of four MiG-15's, as the -5's turned hard left into them to spoil their aim. Williams came out behind MiG #4 after a hard turn, giving a short burst the jet went down smoking, with Rowlands following him. Remaining 3 MiG's reversed course and Williams again turned into them. They flashed by as he fired, he was at a disadvantage with the superior MiG-15. The remaining MiG's joined up and it was 6 to 1. He was firing at every MiG that passed within range, trying to keep his 6 O'clock clear, staying at full throttle. The Leader and wingman finally broke off and he pursued the Section Leader of the plane he'd shot down. The leader and wingman came out of the sun, he

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turned into him and the lead slashed away, his wingman rolled into Williams passing belly to belly, raking the MiG with cannon fire, sending him down in flames. The Section Leader came around and Williams also turned into him, firing, he also went down. Next the leader came around and Williams fired knocking parts off as the MiG dove away. He spotted another wounded MiG, but got hit in the wing with 37mm cannon, and into the engine messing up the hydraulic system, losing rudder and flaps with partial aileron control, but the elevators still worked. At 13,000 feet and the MiG 500ft behind, Rowland got back into the fight coming in on him, the MiG pulled away into the clouds.

Coming out at 400 ft, he was too low to bailout, below 170 knots the Panther became uncontrollable. Flying low overhead TF77, several destroyers fired on him. Coming straight in at 170 knots, the captain headed the ship slightly away from the wind. Didn't want to ditch in the freezing water, Williams came in and caught the #3 wire. The jet was riddled with 23mm Cannon and some 37 mm rounds, in total 263 holes were counted. Williams had fired off 760 rounds, all that he had. After everything salvageable was removed, BuNo 125459 was pushed over the side.

For his great performance, he was only credited with 1 kill and a probable damaged. The simple reason, TF77 was operating 90 miles south of Vladivostok, with Radar tracking it was no doubt these were Russian's. With the fear of WW3 breaking out, Williams was told by Vice Admiral Briscoe, that he was to tell no one of this

incident. The NSA had a team aboard the USS Helena, that recorded the Russian radio traffic, it confirmed at least 3 MiG's were shot down. After the cold war ended, the Russians revealed indeed four MiG's were lost of VVS-PVO, three were directly shot down, the MiG flight leader limped back only to crash land in Russia territory and die. Royce Williams became the top scoring Naval Aviator of the "Forgotten War".

"Blue Tail Fly" is the subject of this model.

Appropriately named, BuNo 126652 of VF-153, USS Princeton (CVA-37) in May of 1953, was a combination silver (experimental finish) -5 and a blue -5 flown by Lt(jg) Richard Clinite, "Stretch". Clinite of VF-153, was hit by enemy AAA in early May, the tail section was badly damaged. Ensign William Wilds Jr., limped back in a glossy blue Panther, BuNo 126652 with severe wing and nose damage. -5 Panther parts were hard to come by and these two jets salvable parts were married together, in an all-night repair session, becoming the "Blue Tailed Fly" for twelve missions, with Clinite in the cockpit it was ordered back to the US for rebuild. Tragedy struck the next day as Clinite flew another mission in a different -5. Near Wonsan, his jet was badly damaged, he had to bail out over the sea. A Rescue chopper was on the scene quickly. Strong winds prevented Clinite from collapsing his chute, attempting to hoist him the wind kept billowing the chute and it couldn't be done. Clinite was eventually rescued by the destroyer USS Samuel N Moore (DD-747), but he had drowned.

In all, combat and operational, the Navy lost 111

Panther types and the Marines 50.

Model and Markings:

F9F-5 – Monogram 1/48th.

This is one of the best Monogram/Revell kits available and no other -5 1/48th kit exists that I am aware of. There is no option for folded wings, there is an option for open canopy displaying a fairly good interior with pilot, open or closed dive brakes. Raised panel lines is fine with me.

Paint is rattle can Testers gloss Sea Blue, Steel and Tamiya silver TS-30, Testers acrylic chromate green. The kit comes with one Korea jet decal option which was badly yellowed. But I was building the Blue Tailed fly. There are decal options out there for -5 Panthers.

Decals used:

Eagle Strike: 48-114 F9F-5 Panther.

One of the decals for VF153, an 'H' and 312 splintered badly and I had to makeshift sets from leftover decals in my stash. Also used Star and Bars from my stash.

Furball: 48-042 F9F-8 Cougar White Canopy Framing.

References:

F9F Panther Units of the Korean War – Osprey Publishing, by Warren Thompson

F9F Panther in detail & scale – Aero Publishing, by Bert Kinzy

Monogram Instruction Sheets.



Arado Divebomber
by THE LUFT SIG Group

The Arado first flew in 1935 and in total only three were completed. The first two had twin tails and the third had single tail. The RLM did not choose it and went with the Ju 87 even though the Arado was faster and could climb faster. It could carry a 250 kg bomb and had a range of 430 miles. Speed 210 mph

Engine: Junker Jumo 210 which delivered 640 hp. Not hard to understand why RLM went with the Ju 87 as they believed that bi-wing aircraft had lived out their time.



On The Table—August 2019

Name	Model	Manufacturer	Scale
Mark Jacques	Ford Raptor (Snap-tite)	Revell	1/25
Steve Shaffer	AH-1Z	Kittyhawk	1/48
Steve Shaffer	F-16C	Tamiya	1/48
John Dunphy	Israeli M60 Maysack	Academy	1/35
Steve Erickson	F4U-4	HobbyBoss	1/48
Steve Erickson	Spitfire Mk XVI	Airfix	1/48
Steve Jantscher	M3 Scout car	Tamiya	1/35
Steve Jantscher	B-1B	Academy	1/144
Bob Maderich	Russian ZIS-151	HobbyBoss	1/35
Bob Maderich	AlfaRomeo 155	Tamiya	1/24
Bob Maderich	Junker Ju.52	Revell	1/48
Bill Read	1965 Ford F100 Service Truck	Mobius	1/24
Dave Heffernan	P-51	Tamiya	1/48
Dave Heffernan	F4U	Tamiya	1/48

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 parking available.



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.

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.