

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

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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 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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and see if anyone wants them.

I'm sorry if I made anyone upset or feel bad due to this article. But it has been going through my mind for some time and I just needed to say it. Please discuss with your family, it will help everyone including yourself. Thank you



The Aero Historian



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

May 2017



Tamiya 1/48 P-47
by Mark L. Rossmann

Razorback Jug

by Mark L. Rossmann

History

The P-47 was an outstanding escort and ground attack aircraft and was the heaviest and largest single seat fighter built during WWII. It rose out of a humble beginning which saw its ancestors the P-35 and P-43 fall short of expectations.

Alexander Kartveli continued the lineage with the cream of the crop, the P-47. In 1939 Republic created two prototypes, one with an Allison liquid cooled engine, which

turned out quite inadequate, underpowered and woefully short in high altitude performance.

The second built around the new 2000-h-p 18 cylinder Pratt and Whitney Double Wasp radial which was also used by the P-61 Black Widow, F4U Corsair and the F6F Hellcat. The P-47 had an exhaust-gas-powered feeding system where air entered the cowling intake carrying it to the supercharger behind the cockpit, via an air duct passing through the belly of the plane. The turbine used the engine exhaust gasses to run, which caused the compressed air to high

temperatures, then passing into the intercooler before entering the engine carburetor via air ducts on either side of the cockpit. This allowed the P-47 to maintain its great performance at high altitudes escorting the B-17 and B-24.

The uniqueness of the engine and supercharger feed system proved exceptional in the test flights as the P-47 reached speeds over 410 m.p.h., with a climb to 15,000 feet in 5 minutes. And mind you, the take-off weight of the test aircraft was nearly 5 1/2 tons.

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TCAH Officers

President, Bernie Kugel
Vice-President, Jeff Fries
Secretary, Marty Agather
Treasurer, Dennis Strand
Historian, Tom Norrbohm

Newsletter Info

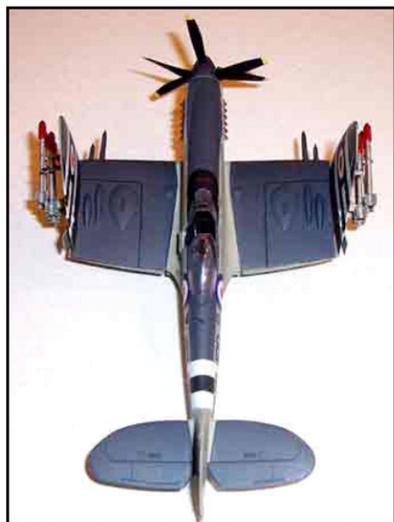
Article Submission Deadline: 22nd of each month

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

Send Change of Address Notice to:
 Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday May 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



President's Report by Bernie Kugel

We had a great meeting in April. Lunch was awesome. The pizzas came from DiVanni's and the cake everyone raved about was from Cub, It was a marble sheet cake with whipped cream frosting with awesome decorations to the top. (That was done by the bakery staff at Cub. I told them they could decorate any way they wanted too. See the picture on our website.) And a big thank you to Kieth Brusten, Jeff Fries, and John R. Ross and John P. Ross for helping out with our luncheon.

A big congratulations to our annual award winners this year. Our treasurer, Dennis Strand is our Modeler of the Year, Frank Cuden is our Newsletter Article of the Year, and Axel Kornfuehrer is our Historain of the Year and a big surprise for him, our Member of the Year.

On to our new goings on, Fleming is re-carpeting the building and we are moving the display cases for the week of April 23. At our May meeting I will be giving a demo on recycling Tamiya paint bottles and custom mixing Tamiya paint. I have given Sean B. a pdf of my paint mixes, it should be available for download on our website by the time this newsletter comes out. As for demos and discussions, Mark Rossmann has a speaker coming to the June meeting and we are open all the way until November for demos, so if you would like to share a talent with the club, please get a hold of me and I'll will set it up.

I have another article in this newsletter about a touchy subject dealing with passing on

and what to do with our modeling possessions. The week of our last meeting, late member Bob Friskney's sister contacted me and asked if I would like to have what was leftover from his collection. I picked up two large boxes of started 1/144 and 1/200 airliner kits with no decals and in most cases no instructions. I am sorting them out as best as I can and I am making copies of the instructions I have in my collection. I will bring them to the next couple of meetings. They are free for the taking.

Model on



Treasurer's Report by Dennis Strand

President Bernie gave me the break down for the costs of our award ceremony and luncheon. The list of expenses is as follows:

Soda	\$16.07
Mike's Pro Shop (trophies)	\$155.33
Ice	\$3.58
Pizza	\$301.19
Hallmark cards	\$6.41
Cake	\$44.99
<hr/>	
total	\$527.57

We also honored 1 gift certificate for \$5.00. Our income was \$15.00 from membership dues, giving us a current total of \$6056.77.

Enjoy the spring weather, but keep modeling! See you at the May meeting.



The Inevitable by Bernie Kugel

I have a subject that I've mulling over for some time now. I feel it is time that this needs to be shared with the club. I don't want to sound "Gloom and Doom" but it deals with our eventual passing and what to do with our collections, both built and unbuilt. I joined TCAH in 2000, I was 29 years old, and one of the youngest members of the club. Forward to 2017, I'm 46 and still the youngest member of the club. We are getting older and our club is dropping in numbers and I feel I need to say this.

In 2016 we lost two members of our club; Dave Hueffmeier and Dave Kopydlowski. And we had a former club member, Bob Bailey leave the hobby. Some of us may have plans on what to do with all our stuff when we make that trip to the Giant Hobby Shop in the sky. With last year all three losses were different. One made plans before passing to have

some of us take on his modeling possessions, one left his kids with the material and they didn't really know what to do with it. And one decided to donate most of his collection to our club before leaving the country.

Now I'm not saying that you should just give everything up. I'm hoping most of you have a plan. This article is to help and give ideas that should make you and your family and friends feel easier about the inevitable.

Here is my plan:
 I have instructed my partner to call up some friends of mine to come in and take care of my un-built collection. They can go through and take what they would like for themselves. The rest will be either be sold on eBay or some type of auction site. Or sold to a kit reseller, with our member Scott Harvieux as first choice. And the final cash amount given to my family. Scott is really a good person and I know he will be fair.

My built collection is a problem, but I've come to terms

with it. And I'm hoping that saying this would help you as well. The best scenario is that our families will cherish what we built and display them and be proud. But I know that's not going to happen in my world. If I made no plans, they are going in a landfill. My kids will probably look at my built models and think that I spent more time with these than with them. And I know some this from one of my former gaming friends. It sucks. I know I spend a lot of time in my man cave. Here is an example of what might work.

In 2013 I has to move into a smaller place, I really didn't want to keep most of my built 1/35 armor pieces. But I didn't want to just throw them away. I brought them to an MMFS meeting and let everyone there take what they wanted. Surprisingly, it was all taken. And some people have said that they have my models on display with theirs to inspire themselves. That makes me feel good. And I'm planning on bringing some of my aircraft that I no longer want to the TCAH

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Doolittle Project
by Dennis Strand

Well, it appears that we are off to a good start. Nine B-25 kits were handed out along with associated information packets. Terry Sorg brought in an excellent B-25 that was built and ready to go. Together with the one that I built to use as an example in the newsletter article, this gives us two down and 14 to go.

It turns out that with the kits given to us by the CAF, donations, my purchases and the fact that several builders already had a kit in their stash and only required the info pack, we have extra kits.

I would like to establish a reserve cadre of B-25s that could be used in case some of the builders were unable to complete their kits in a timely manner for whatever reasons. I will gladly give a kit to anyone who might be willing to build them. I do not have extra decals, but they could be built as Lt. Col. Doolittle's plane with the decals provided in some of the kits. Since his aircraft did not have any individual markings, it would not be easily noticed in the display and would be a reasonable substitute.

So think about getting involved with this project and show the CAF what we are capable of.



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when they retire, but we chose to move NORTH. When I'm asked why, I say I have a very good reason: It's because I'm really not very bright!

An open invitation exists for any of the admirable TCAH members who may be in my area to stop by and visit. The beer is always cold!

Cheers!
-Bob Steinbrunn
920 Deer Path
Phelps, WI 54554
612-802-4984
BSteinIPMS@aol.com



Airline Chatter
by Terry Love

Ryan Air, the largest Boeing operator in the world, has 585 Boeing 737s with 450 of them being the -800 stretched version. They fly about 200 million passengers. per year. Ryan Air has 180 more Boeing 737-800s on order. A Boeing 737-800 cost about \$110 million each. Ryan Air has 1800 daily flights to over 200 destinations - almost all of them in Europe.

American Airlines will add 26 new destinations this year. Almost all of the new destinations will be served by their commuter airlines to and from smaller cities like Colorado Springs, Grand Junction, Eugene, Bangor, etc.

American Airlines will begin services from Chicago to Barcelona, Spain this summer.

American Airlines is retiring their Boeing 757s. Some are over 30 years old. YTO Airlines of China wants to purchase them and convert them to freighters.

Jet Blue Airlines now flies into 101 cities. Atlanta, Georgia is number 101.

Tianjiu Airlines of China needs pilots. There are not a lot of qualified Chinese pilots, so they are recruiting. Presently they are in London hiring British pilots.

Air Canada will start Toronto to Budapest, Hungary this summer. Aseman Airlines of Iran, ordered 30 Boeing 737-800s. Value of the deal is about \$3 Billion.

Silk Way Airlines of Azerbaijan, ordered 10 Boeing 737-800s for about \$1.1 Billion.



June Guest Speakers –
Linda and Rich Frey
by Mark L. Rossmann

Linda and Rich will be talking about their experience with the Reno Air Races. Their presentation will include a video, discussion points and a Q&A session. Here is some background on who they are:

Rich served four years in the Air Force as an Aircraft Electrician and worked 14 years as a civilian employee at the Minneapolis Air Base, mostly working on C130s. He then transferred to the DLA (Defense Logistics Agency) based at Honeywell which later became Alliant Tech Systems, as a DECAS (Defense Contract Administrative Services) Quality Assurance Specialist. The programs that he worked on included Torpedoes, M1 Abrams Tanks and DARPA (Defense Advanced Research Projects Agency), in which he claims included secret projects.

Linda's first career was as a Medical Technician at the Minneapolis VA Hospital in the Hematology Lab, not being challenged enough she was ready for a career change. In the mid 1970's, the government was encouraging women to try roles that had been predominately male oriented. She noticed a sign posted at the hospital that invited any woman under the age of 28 that might be interested in Air Traffic Control to come to an open house at the airport. After the visit she took an aptitude test to determine if she had the necessary potential to become an Air Traffic Controller, and she did.

After 15 weeks at the Mike Monroney Aeronautical Academy

in Oklahoma City, she landed her first assignment at the Minneapolis ARTCC (Air Route Traffic Control Center) located in Farmington. Two years later, she transferred to the Minneapolis FSS (Flight Service Station) which is responsible for aiding pilots in planning their flights by relaying weather and route information. In 1984, she transferred to the Flying Cloud Airport in Eden Prairie where she spent the remaining 14 years of her ATC career.

In 1984, Rich experienced his first Reno Air Races and was hooked. The next year, Linda attended as well and they have been going every year since. The Races are held each year in September at the Reno/Stead Airport and are a week-long event. There are six classes of aircraft with each class flying its' own course, their motto is "Fly Low, Fly Fast and Turn Left". In between the individual races, air show acts and demonstrations keep the audience's attention.

With the lure of free pit passes, Linda and Rich have been volunteering as security personnel since 2001, allowing interactions between the pilots, their crews and other aviation enthusiasts. An unfortunate accident occurred in 2011, when the pilot of a P51 Mustang lost consciousness (they think) and the aircraft flew over the Reserve Grandstand and crashed into the box seats down front, killing 11 and injuring at least 70 people. The aircraft passed around 15-20 feet directly overhead of Rich and Linda and it is a sight that will forever be imprinted on their mind.

Look forward to your attendance at the June meeting.





(Continued from page 1)

The XP-47B was submitted to the USAAC in June of 1940, and was accepted on the spot, with an initial order of 773 aircraft.

In March of '42, barely 3 months after Pearl attack, the first Thunderbolts came off the production line. An initial shortcoming was the fabric skinned rudder which was causing accidents; a change to a metal skin cured the problem.

The first unit to take them to war was the 8th A.F. 56th Fighter group. The "Jug" or "T-Bolt" as it was fondly known saw 15,683 of all versions produced, coming in 3 short of the Mustang at 15,686

aircraft. In comparison about 35,000 BF-109s and 10,500 Zeroes were produced.

Armament consisted of 8 Colt-Browning 50 caliber machine guns, each loaded with 267 to 425 rounds. Also capable of carrying over 1 ton of bombs, drop tanks and 4.5 inch rocket launchers.

Early on the "Jug" was used as an escort to the ETO heavies, but was replaced as the P-51 came on-line; its best role was that of a ground attack aircraft both in the ETO, MTO, PTO and CBI theaters. P-47's were also used by the British, French, Mexican, Brazilian and Russian air forces.

[All models built up well, each has its own building points](#)

Aircraft

ETO:

Aircraft: "Raid Hot Mama" (276569) – Lost flown by another 510th pilot

Unit: 405th FG / 510th FS – 9th AF (Christchurch England)

Pilot: 25 year old Lt. John W. Drummond – POW July 26, 1944 (Stalag Luft I)

Model: Monogram 1/48th, Zotz Decals – 48/036

MTO:

Aircraft: UnNamed (225498) – Disposition unknown

Unit: GC II/5 La Fayette
(Continued on page 5)



(Continued from page 4)

(Sioux Head, group emblem) (Alto-Folelli airbase Corsica, 30 km south of Bastia, May 1944)

Pilot: Lt. Receveau

Model: Tamiya 1/48th, Berna Decals – 48-26

PTO:

Aircraft: Un Named (Nose Art – Hawaiian Girl) (25634) – Lost at Noemfoor 9/11/44 by "Jolly" Jander; heavy load and malfunctioned flaps).

Unit: 311th FS / 58th FG (Philippines)

Pilot: Lt. Art Marston (Don Bridger – Crew Chief)

Model: Tamiya 1/48th,

SuperScale 48-970

Paint:

Tamiya Olive Drab spray AS-6, AS-7 USAAF Gray for the French and "Raid Hot Mama" planes.

Testors Silver was used for the Hawaiian Girl plane.

References:

1. Rand McNally WWII Airplanes – Volume 2
2. Osprey Aircraft of the aces #26 – Mustang and Thunderbolt Aces of the Pacific and CBI
3. P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library(Kagero)
4. SuperScale decal sheet 48-970
5. Berna decal sheet 48-26



A Note From an Old Friend
by Dennis Strand

I was contacting members who had not renewed their TCAH membership for 2017 and received this email from Bob Steinbrunn. He suggested that I share it with the club members, so here is a copy of the note that he sent:

Hi Dennis,
Regretfully I'll have to give up my membership since we moved 235 miles away to the Wisconsin North Woods and it's too far to drive to the meetings. Thanks for asking though.

Most folks move SOUTH
(Continued on page 6)