



Monogram 1/48 F-8E(FN)
by Mark L. Rossmann

F-8E(FN) French Crusader
by Mark L. Rossmann

History:

In 1962, the French Navy (Marine Nationale) ordered the Vought F-8 Crusader as a carrier-based air superiority fighter to succeed the Aquilon. Serving aboard the new Aeronautique Navale (Aeronavale) aircraft carriers *Foch* and *Clemenceau*. The French aviation industry was unable to come up with an acceptable design, so the French Navy somewhat reluctantly opted for an American aircraft.

The F-8E(FN), where the FN stood for "French Navy". The Marine Nationale was to order 40 single seat F-8E(FN) fighters, plus six TF-8E(FN) two-seaters. The two-seat Crusader was abandoned, the order was adjusted to 42 F-8E(FN) fighters. The 42 F-8E(FN) aircraft were assigned the Bureau of Aeronautics serial numbers 151732/151773 for administrative purposes.

To operate safely aboard French aircraft carriers, which were somewhat smaller than their American

counterparts, reducing the approach speed, the maximum angle of incidence of the variable-incidence wing was increased from five to seven degrees. The drooping wing leading edges were separated into two sections to increase the amount of camber that was achieved when extended. A boundary layer control system was added, blowing pressurized air from the engine compressor through adjustable air vents that exhausted over the trailing edge wing flaps. The airflow pressure automatically increased with the

(Continued on page 4)

TCAH Officers

President, Bernie Kugel

Vice-President, Jeff Fries

Secretary, Marty Agather

Treasurer, Dennis Strand

Historian, Merrill Anderson

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 July 8, 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

Summer is here. And it's too hot outside so I'm indoors building my models. Been busy for the last month, so anytime I can work on my models is a good thing.

The club has sponsored 4 awards for NordicCon: Best US Jet (1980 to Present), Best Invasion Stripes, Best USMC Aircraft (Dave Kopydowski Memorial), and Best Japanese Aircraft (Don Soderlund Jr. Memorial). The Club has also sponsored an awards package for the IPMS Nationals, Category 129A, 1/72 Large Jet. For NordicCon, we still need donations for the raffle. If you would like to donate, please bring items to the meeting. Drop off to any of the NordicCon committee.

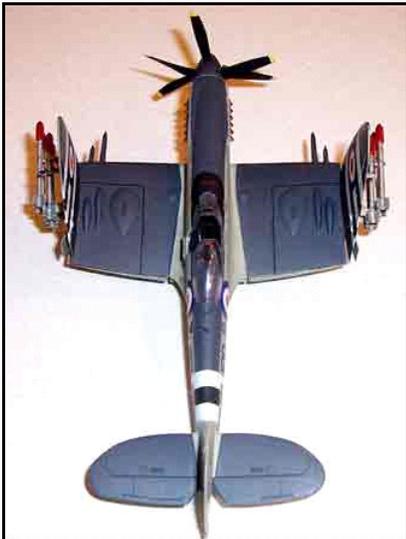
I'm hoping that some of us can get together this month at Fleming and do a photo setup for Michelle's models in the display case. I will update that at the July meeting. I have sent letters to the SSP Mayor and City Council members asking for consideration of a rental contract

to keep both us and the MMFS meeting at Fleming for a reduced cost. Hopefully I will have some news by meeting time.

We had a small business meeting before the June meeting and discussed getting more TCAH coffee mugs to give to special guest and club members. We approved the purchase of 30 mugs from CafePress (where we got them some years earlier). And also approved monies for the purchase of a club laptop so when we have presenters or watch videos or films we don't need to figure out if we have the right computer or hookups. I'm hoping to purchase it by this meeting and give it a try. We have no demo or talk for the July meeting. John R Ross will give a demo at the August meeting.

And I need to report on long time member Jeff Kurth. Jeff is in hospice and is going down slowly. A bunch of us have gone to see him and talk about models and it brightens up his day. Thank you for everyone that has done so.

Stay cool and model on.



Airline Chatter

by Terry Love

Boeing is going to build their first overseas production plant in Zhoushan, China. They will build Boeing 737-800 airliners. Boeing will own the facility. Scheduled output will be 8 aircraft per month. It will build the factory on 100 acres of land.

The FAA is proposing to privatize air traffic controlling in America, President Trump announced. Airline CEOs are in favor of this action. The FAA operates some of the oldest and very manually operated systems in the USA.

Cebu Pacific, the low cost airline of the Philippines, ordered 7 more Airbus A-321s. The airline presently has 4 Airbus A-319s, 68 Airbus A-320s, and 8 Airbus A330s.

Airbus is slowing their production of their huge Airbus A-380, due to lack of orders. The rate is now one per month.

Boeing announced that Aseman Airlines of Iran, bought 60 Boeing 737-800s valued at almost \$7 Billion.

Federal Express is hiring 800 people for their operations in Memphis, Tennessee. Freight business is doing very well presently.

Alitalia, the national airline of Italy, filed for bankruptcy due to labor strikes and the cancelling of flights.

China Aircraft Leasing Group (CALG) ordered 50 Boeing 737-800s to lease to Chinese airlines. Cost is \$5.8 Billion. CALG also has on order 147 Airbus aircraft. CALG already has 87 aircraft leased out.

Allegiant Airlines of Las Vegas, Nevada, leased 10 Airbus A-320s from ALAFGO, an American leasing company. ALAFGO currently has 61 aircraft with 115 more on order from Boeing and Airbus.

Jet Blue Airlines of New York City, is proposing to operate trans-Atlantic using their Airbus A-321s. JetBlue ordered 30 Airbus A-321s last year.



Treasurer's Report

by Dennis Strand

As I write this report the only financial activity TCAH has had in the last 30 days is a donation for \$15.00 from Axel Kornfuehrer for some donated book sales. This gives us a grand total of \$5934.48.

We are slightly below 2016's June total of \$6197.34. I attribute this to three factors:

- 1.) There are fewer members paying dues.
- 2.) The auction this year did not reach the almost record sum we attained last year.
- 3.) TCAH had some miscellaneous expenses that we do not usually encounter in a typical year.

However, TCAH is very healthy financially and the club should have all the necessary funds required for future plans and beyond.

I will not be able to attend the July meeting. Everyone enjoy your summer activities, but keep building models and I will see you in August.



Doolittle B-25 Build

by Dennis Strand

At the June meeting I asked for a raise of hands for members who were present and had one of the B-25 kits for the Doolittle project. I was pleasantly surprised to see seven hands go up. I was even more encouraged when I asked how many kits had been started. There were enough hands to account for eight models in progress. President Bernie had two kits that he was building.

Dave Perzel stepped up and took a kit and some paint to add to the total. Although we have not seen any additional completed kits since the first two were accepted, it appears that potentially we are well on the way to getting 16 1/2 B-25 models completed by November.

I still have three kits and some paint remaining. Even if you take a kit and just get it started, it will be a move in the right direction. Someone else could finish it if you were unable to do so. This would give the next person a head start and would enhance the chance of completing the project.

The kits that I still have can be built as Doolittle's plane which has generic markings. Bernie may have additional tail numbers available, so that we could fill in any missing aircraft serials and make the collection more accurate.

I will not be able to attend the July meeting, so keep up the good work and I will see you in August. I have a sneaking suspicion that some completed Doolittle B-25s may begin to appear by that time. Enjoy the summer weather.





(Continued from page 1)
angle of flap deflection. Both the surface area of the tail plane was increased as was the maximum angle of deflection of the trailing-edge flaps.

The four 20-mm cannon were retained and the French Crusader carried the Matra R530 missile. The Sidewinder infrared-homing missile was still

compatible with the F-8E(FN), but it was very rarely carried. An R530 was carried on each side of the fuselage on rail launchers. Often, an infrared-homing R530 would be carried in one side of the fuselage, with a radar-homer on the other side. For the R530 radar-homing version, a Magnavox AN/APQ-104 radar was fitted, together with a modified AN/AWG-4 fire control

system.

After the initial test air frame, an F-8D crashed, the first production F-8E(FN) flew on June 26, 1964, and duly completed the test program.

The first French Crusaders arrived at Saint Nazaire on October 5, 1964. Flotille 12F
(Continued on page 5)

(Continued from page 4)

received the first F-8E(FN), followed by Flotille 14F six months later. Flotille 14F stood down in 1991, leaving 12F to soldier on with the Crusader as the only Aeronavale interceptor squadron, a highly popular "foreign" aircraft with its French Navy pilots,

In late 1989, the Matra R530 was withdrawn from service, the all-aspect Magic 2 replacing it as the French Crusader's primary missile armament.

New F-8J wings were installed on French Crusaders in 1969, and from 1979 onward their Pratt & Whitney J57-P-20A turbojets were fitted with new afterburners.

"Le Crouze" as the F-8 became known in the Aeronavale, had served the French for over 30 years, since

the Crusader has been long out of production, the French Navy had to rely on the bone yards of AMARC at Davis-Monthan AFB in Arizona for spare parts, as well as having to manufacture a small number of spare parts itself.

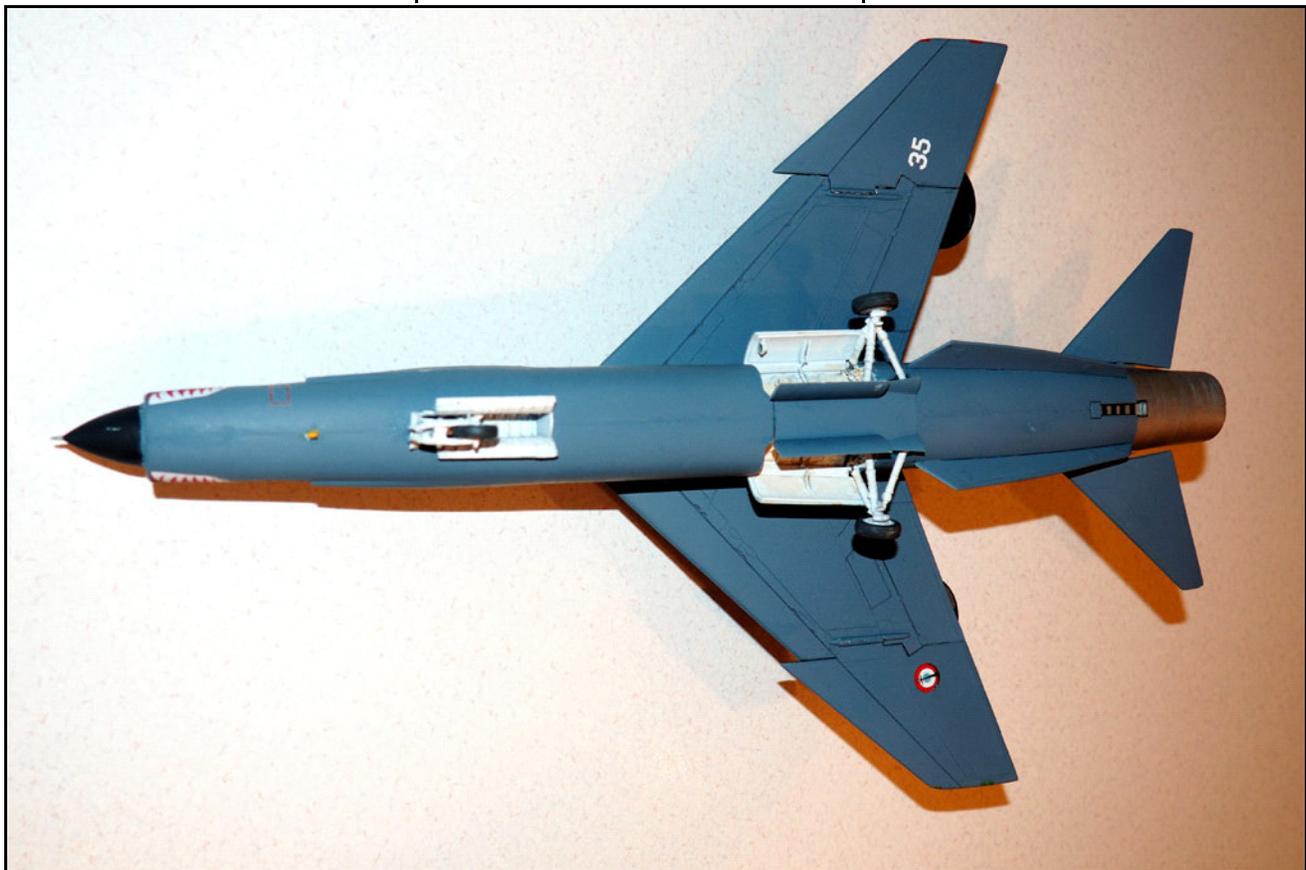
In the late 90's the Crusader was to be replaced by the Dassault Rafale M, which occurred in 1999, several upgrades were needed to keep the Crusader as the only viable French carrier interceptor aircraft during that time frame, those upgraded were re-designating as the F-8P (P used for "Prolongé").

Le Crouze ended 35 years of service during Operation PEAN 99, flying from *Foch* from October 4-28, 1999. The final landing aboard *Foch* occurred October 28th 1999 at 12:45pm, when Lt. Denis landed F-8P

No.34; the final take-off came that evening when Squadron Commandant Guillot took off in F-8P No.11. After 140,000 hours of flight time, including 25,000 carrier landings and take-offs, the last operational Crusaders - No.7, 10, 11, 34, 39 - were retired just short of the turn of the Millennium on December 15, 1999, at NAS Landivisiau in Brittany. No other modern jet has served so long in first line service as the Crusader, which first entered service with the U.S. Navy in 1957, 42 years before her final retirement.

Le Crouze never saw combat during its Aeronavale service, though they did see service in war zones. In October 1974, based aboard *Clemenceau*, and in May-June 1977 aboard *Foch*, Flotille 14.F participated in Operations

(Continued on page 6)



(Continued from page 5)

SAPHIR I and II over Djibouti in what was then French Somalia. On May 7th 1977, two F-8s from 14.F were to engage in air combat maneuvering with F-100s of 4/11 Jura from the Djibouti air base. The leader intercepted two fighters and engaged, quickly calling his wingman for help when he realized he'd engaged two Yemeni MiG-21s! A tense standoff ensued before the MiGs broke off the engagement to cross the Red Sea back to their base. This would be the only combat interception by *Le Crouze*.

On September 7th 1982, F-8s of *Flotille 12F* embarked on *Foch* for Operation OLIFANT IV, in response to the crisis in Lebanon; they returned for OLIFANT XVII on September 2, 1983 to cover the landing of French troops in Beirut, and again for OLIFANT XX on January 25th 1984, during which the F-8s flew top cover while *Super Etendards* attacked gun positions in retaliation for terrorist attacks on French targets in Beirut.

In October 1984, *Foch* participated in

Operation MIRMILLON off Libya, in response to tension in the Gulf of Sidra. In 1988, as a result of escalating conflict between Iraq and Iran in the Persian Gulf, *Clemenceau* took part in Operation PROMÉTHÉ to protect international shipping from attacks by Iranian speedboats from July to September. Iranian aircraft were intercepted on several occasions, though none escalated to actual combat.

The 12 F-8Ps would see considerable operational service in their final years. In 1993, both *Foch* and *Clemenceau* took part in Operation BALBUZARD over Yugoslavia. *Le Crouze* operated over the Balkans again in 1995 during the intervention in Bosnia-Herzegovina. The final operational missions came in June 1999, during Operation TRIDENT over Kosovo, F-8P No.35, the first F-8P being the last *Crouze* to be launched on a military mission. By then, the twelve remaining Crusaders were so old and fragile that they required 67 maintenance man hours (including major maintenance visits to Cuers) for each flying hour.

I wanted to choose a

different option for the Crusader and found interesting article's about the F-8E(FN). In my search I found decals from BERNA 48-39 that depicted two such aircraft, choosing the one specially decorated for the Crusaders retirement and its last military catapult from the carrier *Clemenceau*, No 35.

The Monogram model builds up fine for this purpose, and as noted sits lower in the tail than it actually is. After market products are available to fix this issue. Used Testors Blue / Grey rattle can, decals as noted from Berna.

Crusader References:
http://www.joebaugher.com/navy_fighters/f8_16.html
Tom Cleavers Article on Modeling Madness – 2004

https://en.wikipedia.org/wiki/Vought_F-8_Crusader
Wikipedia

<https://www.bing.com/images/search?q=berna+decals&qpv=berna+decals&qpv=berna+decals&FORM=IGRE>
Berna Decals 48-39



Gone West

Long time club member Jeff Kurtz died on June 26. He will be buried at Fort Snelling. He had been in great pain from pancreatic cancer, and died while on lots of medication. Several members share these memories with the club.

Jerry (as I knew him) was one of the really early members of TCAH. I remember when he came in the first time, I think it was at the old Navy base at Minneapolis. He brought in a couple models that we had a few chuckles with. Trans-Love Airlines was one, if memory serves me. An airliner, decorated in hippie markings, relative to the

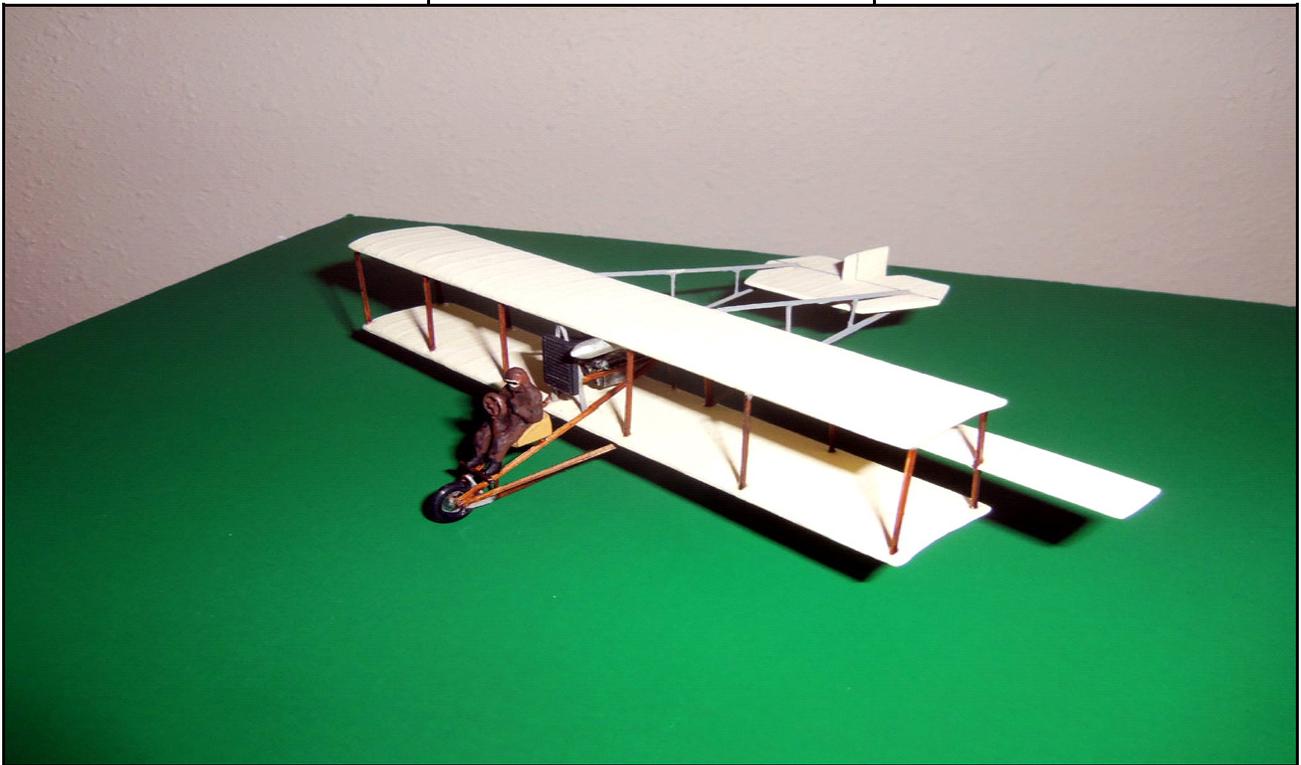
times, but not what the rest of us expected. Jerry always had an easy-going manner, loved to banter with the rest of us, and had a great respect for life. He palled with Jim Linneberg for a long time. Part of the Old Guard, like so many before him, that have left us with great memories. Like old high school buddies, Jerry was family, like a blood brother. Rest in Peace, old friend!

Jeff was a one of a kind. Always building things that were always on the cutting edge of his view of the world, always, as Noel puts it, " Jerry always had an easy-going manner, loved to banter with the rest of us, and had a great respect for life." I will miss him, even though I have not

seen him for ages. If the funeral is going to be on or after July 10th, I'll be there, so please, whomever on this list knows the day and time, please forward it off to me. I scheduled my trip to the Twin Cities in hopes of seeing Jeff and Chuck Mayer, who himself is battling cancer again. My heart go out to Nancy and all who will miss this one of a kind member of TCAH.

Nice memories guys..... can't forget his blimp model. We had a lot of interesting "Characters" back in the early days of TCAH and Jerry was certainly one of those. Lot of good memories and life-time friends.

He will be missed.



Scratchbuilt Curtiss Pusher 1/72 scale.
by Noel Allard

Depicts Walter Bullock, Minnesota's earliest pilot, as he was bundled up flying the Pusher from the ice of Lake Calhoun in the winter of 1917.

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

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: 612/545-0399
Fax: 612/545-0899

HUB HOBBY CENTER
RICHFIELD 866-9575 LITTLE CANADA 490-1675
OPEN: MON-FRI 10:00-9:00, SAT 9:30-5:00, SUN 12:00-5:00
Model Railroading Radio-Control Plastic Models Science Projects Kites Rockets Road-Racing Videos

Richfield 6416 Penn Ave. S., Richfield, MN 55423 (1 blk S of LUNDS)
Little Canada 82 Minnesota Ave., Little Canada, MN 55117 (Hwy 36 & Rice St.)

HobbyTown USA
Over 150 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

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.

Airport Management Recommends Favorable Fee for TCAH Meeting Room

Club President Bernie Kugel received this letter from the airport manager concerning the fee for the meeting room at Fleming Field:

After our earlier discussions and after reviewing your recent letter to the Mayor and City Council, we are proposing to include a separate fee in the Fee Schedule for the MMFS and TCAH. This fee would reflect your proposed rate of \$300/year for each entity to use the room. This rate seems justified based on the information you gave and the models that are on display in the Terminal. As we move forward, this will be our recommendation.

Philip Tiedeman, C.M.
Airport Manager

TCAH would like to thank Mr. Tiedeman for his support in keeping the club at Fleming Field.

