

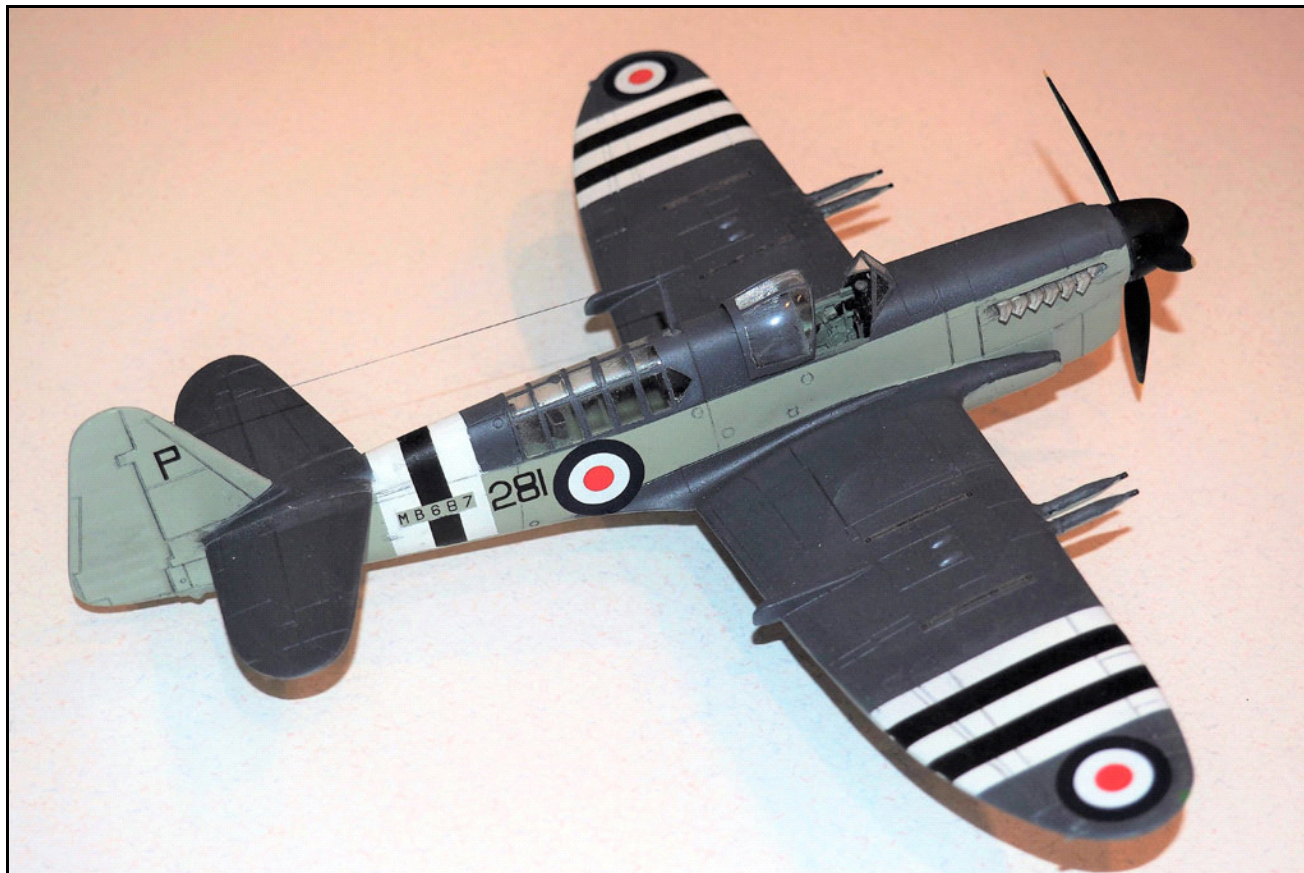
# The Aero Historian



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March 2018



**AZ Models 1/48 FR.1 Fairey Firefly**  
*by Mark L. Rossmann*

**Korea Firefly**  
*by Mark L. Rossmann*

## History:

The Fairey Firefly was a British Second World War-era carrier-borne fighter aircraft and anti-submarine aircraft of the Fleet Air Arm (FAA), designed by H.E. Chaplin at Fairey Aviation in 1940. It was superior in performance and firepower

to its predecessor, the Fulmar, but entered operational service only towards the end of the war. Designed to the contemporary FAA concept of a two-seat fleet reconnaissance/fighter, the pilot and navigator/weapons officer were housed in separate stations. The design proved to be sturdy, long-ranging

and docile in carrier operations, although the limitations of a single engine in a heavy airframe reduced its performance.

The Fairey Firefly served in the Second World War as a fleet fighter but in postwar service, although it was superseded by more modern jet aircraft, the

*(Continued on page 6)*

## 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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Dennis Strand

## TCAH This Month

The March 10 meeting will be the annual Club Auction! It will be held at Fleming Field, South St. Paul, beginning at 12:30 pm.



## President's Report

*by Bernie Kugel*

Hope you all doing well this winter. It's almost over.

At our February meeting we had nominations for our club awards. There should be a listing in this newsletter. And I will contact the last three Member of the Year award winners to choose this years recipient. Scott Murray gave a pitch for the Fagen Fighters Museum tour at the end of February, hope we get a recap at the March meeting. And Mark Rossmann is setting up a club tour of Wings of the North Museum for sometime this summer, there should be an announcement in this newsletter.

At this months meeting, we will be having our annual club auction. If you have models, tools, books, etc that you are willing to donate? Please bring them to the auction. A quick meeting will start early at 12:30 with voting on our club awards, and try to start the auction soon as we can. There will be no display table.

And we will have our annual awards and club luncheon at the April meeting. More on this in the next newsletter.

Model on



## Treasurer's Report

*by Dennis Strand*

I am writing this report shortly after the February TCAH meeting. We have had expenses amounting to \$165.00 for gift certificates turned in to Roll Models. There has been no income during the last 30 days, which leaves us with a total of \$5047.84.

March is our annual auction, so gather up as many models, books, decals, etc. that you can live without and bring them to the next meeting. This is a big deal for the financial well being of TCAH. I encourage all members to participate by buying as much as they bring and hopefully everyone will benefit.



## Museum Tour

*by Mark L. Rossmann*

TCAH is scheduled for a tour of Wings of The North Museum on Saturday June 9th at 2:30PM. This will be a tour for our club only. Donations are \$10 per person, more than worth it for what we will see. (a child can accompany the adult for free). The museum is located at Flying Cloud Airport on Flying Cloud Drive, entrance is just past the tower.

I met with Bob Jaspersen, the director of the museum, at this time he is scheduled to be our guide. Capt. Bob Jaspersen was the WSO (or GIB) for Major G L Retterbush flying an F-4E of the 34th TFS / 388th TFW out of Korat RTAB, when they shot down a MiG-21 on October 8th, 1972, (He has on display his helmet, gear and medals) the very Phantom they were flying was shot down 4 days later with another crew flying it. Also if Jack Larsen, pilot of Sierra Sue II, is available he will join us.

Also housed here is the Minnesota Aviation Hall of Fame and the storage room for the Northwest Airlines History Center.

Museum website: <https://www.wotn.org/museum/>



## Airline Chatter

by Terry Love

UPS ordered 14 Boeing 747-800 freighters and 4 Boeing 767 freighters. Cost is \$6.5 Billion. This order will keep the 747 production line open for about a year.

Emirates Airlines ordered 20 Airbus A-380s with an option for 16 more. Costs of the 36 airliners is \$16 Billion. The Airbus A-380 holds 575 passengers in 4 classes, and has a range of 8,000 nautical miles. To date, Airbus has delivered 222 A-380s to 13 different airlines.

UPS flew 88 million Valentine's Day flowers.

MSP - Minneapolis St. Paul International Airport set a record by flying 38,034,341 passengers through the airport in 2017. The previous record was in 2005.

Jet Blue Airlines began service to MSP in 2017.

MSP is Delta Airlines's second largest hub, with Atlanta being the largest. There were 418,213 flight operations in 2017. The peak was 541,093 in 2004. Market shares are as follows -

|                      |       |
|----------------------|-------|
| Delta Airlines       | 70.7% |
| Sun Country Airlines | 6.6   |
| Southwest Airlines   | 5.6   |
| United Airlines      | 4.6   |
| Spirit Airlines      | 3.4   |
| other 10 airlines    | 2.7   |

60% of the passengers originated in Minneapolis. 40% were through passengers. In 2017 there were 159 non-stop destinations. 229,440 metric tons of freight originated in MSP in 2017. MSP supports 88,910 jobs generating \$15.9 Billion to the local economy. The airport generated \$2.5 Billion in visitor spending and generated \$973 million in taxes.

Airbus reported their 2017 results. 1109 orders were received valued at \$1.06 Trillion. Airbus now has a backlog of 7,265 orders. Airbus delivered 718 airliners comprising of 558 Airbus A-320s, 78 Airbus A-350s, 67 Airbus A-330s, and 15 Airbus A-380s.



## Doolittle B-25 Build

by Dennis Strand

To everyone who participated in building B-25 Doolittle Raiders a hearty "well done". There are now 17 completed models in my possession. Randy Koivisto and Paul Burpee each brought a finished model to the February meeting. Thank you gentlemen for your fine work. I continue to encourage anyone who is still working on a Doolittle B-25 to complete your project and turn it in. There is a good chance that a spare or two may be needed before the project is complete.

Because of our auction in March and the food fest in April, it was recommended that we officially turn over the models to the CAF in May. I will notify Todd Lofquist at the CAF of our plans.

This project has taken considerable time and effort by those who took part in this proposition. We kept on with steady progress and determination. In the end we were successful in accomplishing what we had set out to do. I find this assuring and should embolden us in future projects.

Again, a very sincere "thank you" to everyone who contributed or participated in any way with the Doolittle Raiders B-25 build.



## "Hook 'em Cow" Liberator Project

by Dennis Strand

As mentioned in a previous TCAH newsletter, the CAF is in the process of making a display that illustrates how South St. Paul contributed to the war effort during WW II. This project is headed up by Robb Keech, who is the new CAF of MN Education Officer. He requested a model of a B-24H to represent the "Hook 'em Cow" Liberator. This airplane was named by its crew after a civic association organized by South St. Paul residents. I gave him a 1/72 B-24D that was available as a temporary representation. It is painted O.D. and obviously the wrong B-24 type. The goal is to build a replica closer in appearance to the original aircraft.

I was given authority by the club to purchase a model and Don Stauffer offered to make the decals. I bought an Academy B-24H on ebay. I also visited the Dakota County Historical Society where someone said there was a painting of this exact airplane. It was not on display when I went there, but a curator was nice enough to go down to the basement and look. She not only came back with the painting, but she also brought up a 1/48 scale model with all the correct markings.

I took several pictures and emailed them to Don, in the hopes it would help with creating the decals. I am still looking for a volunteer to build the model. Think about it. I will bring the model to the March meeting along with pictures of how the finished product should look. Anyone interested is invited to check out the kit.











(Continued from page 1)

Firefly was adapted for other roles, including strike operations and anti-submarine warfare, remaining a mainstay of the FAA until the mid-1950s. UK and Australian Fireflies flew ground attack operations off various aircraft carriers in the Korean War. In foreign service, the type was in operation with the naval air arms of Australia, Canada, India and the Netherlands whose Fireflies carried out a few attack sorties as late as 1962 in Dutch New Guinea.

This FR.1 from 827 Naval squadron was part of the 13<sup>th</sup> Carrier Group, on the HMS Triumph in early 1949. Later in "49" while on-shore at Sembawang as part of the "Malayan Emergency", it flew strikes with Seafire FR 47's. The carrier started a tour to Australia when the Korean war broke out, HMS Triumph sailed to Okinawa joining up with the U.S. Seventh fleet and the carrier USS Valley Forge. Initial strikes, with Seafire's and Fireflies, were on July 3<sup>rd</sup> against Haeju airfield.

Triumph took part in more combat missions over the next 3 months, with the Fireflies used for

anti-submarine patrols and armed reconnaissance. Triumph was also part of the massive naval armada covering the landings at Inchon, in September. By this time few Seafire's were operational and the FR.1's was showing its age.

HMS Theseus relieved Triumph, bringing with it the Firefly FR.5 replacement and Sea Fury's. Triumph returned to Britain in November, which saw the last Firefly FR.1 unit, 827 NAS, disbanded and the last operational FR.47 Seafire unit, No. 800, turning in its aircraft for Supermarine Attackers.

#### Model:

This is an AZ Models model, it is pretty well done. There are no pins to line up the fuselage or wings. Kit does contain resin parts for the wheel wells, cockpit, tires, rear compartment, exhausts and radio. Detail is good, just need to clear off excess flash and take time to fit and glue. Several PE parts are available for the seat belts and intake filters.

Armament came from the bomb racks of a Sea Fury kit and the 20MM cannon are brass from Air Master (AM-48-096)

Kit decals provide

options for a BPF aircraft from summer 1945, also Thailand and Ethiopia.

I chose Berna Decals "Fairey Firefly FR.1 (BD 48-29), which depicts aircraft MB687, 827 NAS, HMS Triumph; Korean War 1950.

Paint was in the form of rattle cans Testor's Gunship Grey and Tamiya AS-29 Grey/Green IJN.

The "D-day" type stripes were done by masking a 1 and 1/4 inch width area on the wings. Used Testor's rattle can flat white for the base color. When thoroughly dried applied "All Scales" Parallel Stipes 1/4 inch Wide Black decals(PS-2-1/4). The same was done on the fuselage, with the white width at 3/4 inch.

The FR.47 is the Airfix kit.

#### References:

1. AZ instruction sheet
2. History of War site: [http://www.historyofwar.org/articles/weapons\\_fairey\\_firefly.html](http://www.historyofwar.org/articles/weapons_fairey_firefly.html)
3. Berna Decal Sheet (BD 48-29),



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## **CAF Display Case Accident** *by Dennis Strand*

For anyone who has not heard of the accident we had with the display case that TCAH has at the CAF hangar, I will relate the following report.

I had talked with Todd Lofquist, the Museum Officer at the CAF, who offered to upgrade the display case that we use. The new case would have 3 shelves, instead of the two we have now and the case is deeper. He indicated that they would be careful when switching the models and there should be no problem. I said, "great", and could probably see him the following Wednesday.

I arrived at the CAF hangar at about 3:30pm on Wednesday 1/24/2018. I went into the hangar and when I came around a corner of the museum area I was greeted with a bunch of broken glass and model parts with two guys trying to pick up every little piece of anything on the floor. Todd looked up and asked if I had received his phone call. I said, "no", I had been at Menard's and had not heard from anyone. Evidently, about 3 minutes before I arrived, the top glass shelf had pancaked on the shelves below. They had transferred all the models successfully and were trying to move the display case when disaster struck.

Todd apologized profusely. I went home and got some containers and plastic bags. We gathered up and sorted everything as best we could. I took everything to the maintenance hangar (my dining room) and attempted to organize the chaos.

The preliminary damage

report indicated that there were 23 models in the case at the time of the incident. Of these 17 were damaged to varying degrees. This could be from a broken tail wheel or aerial to separation of wings, cowlings, props canopies, landing gear, etc.

It gets worse. I went back the following Saturday to look for missing parts. There were only 2 models left in the case at this time and when I moved the display case to see if there were any errant pieces lurking underneath, the last shelf gave way and crashed to the bottom, damaging the remaining 2 models. I am beginning to believe that this display case is possessed.

The 23 models involved were built by myself, Mark Rossmann, Bob Maderich, Bernie Kugel and Jim Kloeck. All the builders have been notified. Their models and as many parts as we could find have been returned to them or other arrangements have been made. At this time 9 models have been repaired and work continues.

Todd assured me that proper, solid shelf supports would be installed. I do not know when this work will be completed, but I believe him and will put more of my models in the new display case.



## **Meeting Notes** *by Bob Ferreria*

Here are the nominations for club awards.

Modeler of the year:

Frank Cuden  
Keith Brusten  
Bernie Kugel  
Bob Maderich  
Erik Zabel  
Bruse McClain  
Dave Perzel  
Dennis Strand

Historian of the year:

Mark Rossmann  
Axel Kornfuehrer

Newsletter article of the year:

Frank Cuden  
Bernie Kugel  
Mark Rossmann  
Terry Love  
Dennis Strand

Also covered at the meeting was the question of sponsoring an IPMS trophy package. The vote was positive. Category of the Trophy to be decided at a later date.





## 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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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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