

# The Aero Historian



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July 2005



## Full Circle

by Tom Norrbohm

On a summer day in August of 2003, man and machine were reunited once again after 58 years and thousands and thousands of miles apart. As a friend of this man, and having followed for a time the journey of this airplane to present day, I wanted to share the story of both, and how they became reunited on that summer day in 2003. What happened in those 58 years? Here's the story.....

The 'man', Harrison 'Bud' Tordoff, was born in Mechanicville, NY on February 8, 1923. As a young man he attended Cornell University be-

fore joining the USAAF pilot training program in November of 1942. He graduated from Napier Field, Dothan, Alabama in the class of 44A in January of 1944. He flew BT-13's, AT-6's and a P-40 painted with a shark mouth! Bud's basic flight instructor at the time was none other than Mickey Spillane, the future mystery writer, who also conspired to help Bud dodge the height requirement which limited fighter pilots to six feet or less. He trained briefly in P-47's at Tullahoma, Tennessee and then Galveston, Texas. In May, Bud headed overseas and was assigned to the replacement depot in Atcham in western England as a replacement

pilot.

In mid-June, he was assigned to the 352nd Fighter Squadron of the 353rd Fighter Group at Raydon, England. He was assigned a P-47D that he named 'Anne', a girl he met just before shipping out to England. He started flying combat missions on July 1st, with most of the missions that summer involving strafing ground targets in support of the post D-Day operations. Bud would claim 3 air kills in this plane, the first two of which were Bf-109's on a bomber escort to Bremen on August 4, 1944. His third kill was on September 27, 1944, when he encountered a lone Bf-109 near

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## TCAH Officers

**President**, Ken Hornby  
651-552-0888  
**Vice-President**, Steve Macey  
651-735-4334  
**Secretary**, Johannes Allert  
763-213-0370  
**Treasurer**, Tom Norrbohm  
612-881-5763  
**Historian**, Tom Norrbohm  
952-881-5763

## Newsletter Info

*Article Submission Deadline: 22nd of each month.*

*Editor*

**George Mellinger**  
(stogramov@earthlink.net)  
5212 West 47 Street, Apt. 2  
Sioux Falls, SD 57106  
H:605-362-5603

*Distribution Editor*

**Rick Schmierer**  
1852 E. 39 Street  
Minneapolis, MN 55407  
612-721-8787  
rschmierer@mn.rr.com.

### Send articles to:

Via E-mail: stogramov@earthlink.net

Via Snail-mail:

George Mellinger  
Attn: TCAH Newsletter  
5212 W. 47 Street, Apt.2  
Sioux Falls, SD 57106

Send Change of address notice to:

Tom Norrbohm  
9936 Columbus Ave. S.  
Bloomington, MN 55420

## TCAH This Month

The monthly meeting will be held Saturday July 9, at Fleming Field, South St. Paul, beginning at 1:30 PM. Vendor baiting will begin about 12:30, so come early. July is a hot month, so let us think of the Middle Eastern Wars. Israeli Mirages and Phantoms, Egyptian and Syrian MiGs, Perhaps even an RNAS Wyevery in markings of the 1956 Suez war. You Messerschmitt guys could even compromise a little by doing an Israeli Avia S.199.

## General Meeting Minutes

June 11, 2005  
by Johannes Allert

Ken Hornby called the meeting to order at 1:15pm. Special guests included Mr. Dick Wiessner (Minnesota Ait Guard Museum Board and a former P-47 Pilot) as well as an old member Dave Prettyman.

Old Business -

TCAH Shirts - Ken Hornby still has some shirts (3) left for members to pick up.

TCAH Hobby Donation to the Troops Overseas - John Roll has shipped the donation over to the 3 clubs. The total cost came to \$750, below the club's pledge. Members raised question to send second shipment to complete original donation offer of \$1200.00. Club voted and requests John Roll to send 2nd shipment (also valued at \$750) in November to arrive by the Holiday Season.

New Business -

IPMS National Trophy Sponsorship - Members discussed sponsorship and voted to send IPMS money to cover award for IPMS Special Award - "Best Cold War Subject" for \$125. If award is already sponsored, then TCAH will send \$100 to cover a standard trophy package. Johannes Allert to E Mail IPMS to inquire.

SAMI Special Offer - Members interested in getting special SAMI aircraft publications for \$20 each, please contact Ken Hornby.

Gone West - Mr. Wally Foreman, a member of TCAH for 31 years, and aviation historian/author, passed away last week. TCAH agreed to send flowers and a card.

Nordic Con - Johannes Allert gave update on Nordic Con (see separate article).

Minnesota ANG Museum - Mr. Dick Wiessner from the MN ANG Museum, gave a brief presentation of the museum and its current status since 9/11. Questions and answers followed. Members discussed pro's & con's of latest acquisition of models for MN ANG Museum. Merrill Anderson proposed TCAH donating \$300, club voted

and motion passed.

There were 3 models on the table for show and tell. The theme, "The Korean War" lived up to its reputation as "The Forgotten War", as there were no model subjects related to the theme. John Bernier had a P-39 which was a W.I.P. Rick Verner also had a W.I.P. in the form of a Skyraider. Fletcher Warren blew everyone away with his excellent model of DML's latest 1/72 kit, the Stug IV.

The Club raffle netted a total of \$13.00 for 3 kits on the table. The meeting adjourned at 3:00pm

## Business Meeting

June 11, 2005

There was no business meeting this month.

## TCAH Calendar

August - A vacation Month - So we recognize the airliners that take us there.

September - Contest Month. No theme.

October - School is under way, so this month we focus on trainers

November - Club auction & elections - No theme.

December - Another chilly month, so naturally, Aircraft of the Cold War.  
Merrill Anderson Fokker Challenge.

January - Tired of Winter? Its summer in Australia. So we'll honor Australia & New Zealand's Air Forces.

February - Ski-equipped aircraft.

March - The Spanish Civil War.  
Polikarpovs. Fiats, Heinkels....

April - Bloody April! Bring your World War One models.

May - Victory in Europe month. So bring late war aircraft of the victors.

## From the President

By Ken Hornby

Summer is finally here and with it comes lower attendance at our meetings. Despite that, we managed to conduct business and hold a successful meeting. I'd like to thank Mr. Richard Wiessner once again for his address regarding the future of the Minnesota Air Guard Museum. I believe he has a great plan for the museum's future and a clear grasp of what is needed to make it happen. If you would like to help Mr. Wiessner, or just volunteer at the museum, you are encouraged to contact him through the museum.

I had mentioned several months ago the hope that we could hold our July meeting at the Air Guard Museum. I've spoken to representatives of the museum and have determined that it is not feasible at this time. Security measures being what they are, drivers would need to register and provide proof of insurance so we were encouraged to carpool to avoid long waits signing in. On top of that, there is no longer a designated area for us to hold a meeting, which means we would either stand among the exhibits inside or stand outside, neither of which I consider suitable options. So, for the foreseeable future, we will not hold a meeting at the Air Guard museum.

I still have three TCAH shirts to hand out. If you have not paid for your shirt and are unable to make the July meeting, please mail your \$35 payment to Tom Norrbohm.

Finally, I want to remind members that we only have two more meetings before NordiCon in September. We still need plenty of volunteers. If you are a committee chairman, please be prepared to give members an update of your committee's status at the July and August meetings, including specific needs for September.

We will hold a business meeting after the general meeting this month to discuss NordiCon planning in more detail.

## A Note From the Editor

Due to the editor's travel schedule, we do not expect to produce a September issue, but will resume with the October issue.

## Wally Foreman 1924 - 2005

Obit by Noel Allard

Wally Forman passed away on June 9th from complications of heart disease and diabetes. He was 81 years young. Many TCAH members were friends of Wally's. He was a staunch TCAHer and never missed a meeting during the club's early years. Wally served in the US Army in WWII, teaching aircraft radio technology in Europe. He loved Europe and made several trips back to the areas of WWII battles. After the war, Wally earned a Master's Degree in Economics and worked for the 3M company, retiring as Executive Director of Organization and Manpower Development.

Wally was a great collector of airplane pictures. I remember how he would accept any donation of old aviation magazines from which he would clip out the airplane pictures and file them. He passed a ton of historical material on to me for my books and always was on the lookout for WWII bomber pictures. I visited Wally's home and spent hours going through his files. He helped anybody that asked. His volumes of B-17 and B-24 nose art pictures are legend and are probably in most of your libraries. Wally Forman was one of the most outstanding members of the TCAH family.

## Treasurer's Report

June 2005

by Tom Norrbohm

We have money! Our balance as of 6-15-05 is \$6256.41. A more detailed report listing monthly income and expenses will follow in next month's report.

## On The Show Table

June 2005

Aircraft

John Bernier

P-39 Work in Progress

Rick Verner

Skyraider work in progress

Armor

Fletcher Warren

DML 1/72

StuG IV

## Nordic Con Update

by Johannes Allert

Much has happened since the last Nordic Con update. We have started to receive kit donations as well as trophy sponsorships from modelers all over. Last month, I received a pledge from "Far East Hobby" in the form of kits as well as a Trophy Sponsorship Package. Keep in mind, this operation is located in California. Mr. Kit Lam, the company's owner, had heard of Nordic Con through the grapevine and wanted to contribute anyway he could. He sent us 5 kits as well as a \$40 check.

We have also received pledges from our usual standard - Roll Models as well as Axle Kornfuerher. Both will have vendor tables and they have pledged sponsorship for awards.

The Lost Battalion (Stewartville, MN) has also made plans on coming up to the Twin Cities in the Fall. Among the Zumbrota crew is a new outfit called Wings-n-Treads, which is a vendor that specializes in Aircraft & Armor. They have requested table space as well as made an offer to sponsor a special award.

The Sprue Bros. From Missouri, have made a vendor inquiry, but I have not heard of anything further from them. To date, we now have 4 tables left for vendors. Deadline for vendor sign up is at the end of July.

Many of our own membership have contributed to sponsoring a special award or a trophy package. This past month, I received checks from Rick Schmierer & Larry Donovan as well as Fletcher Warren. Well actually, his Dad, but I'm sure Fletcher paid him the money to write the check! Thank you all!

We have sign up sheets available to the membership. The jobs include Registration, Judging, Set Up & Take Down, as well as Security / Model escort. Feel free to sign up for more than one job!

Jeff Fries has the raffle prizes well in hand. Please see him if you wish to contribute.

A quick side note. The Zumbrota Crew is planning on attending en

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## Contest Calendar

- 7/20-23-05 IPMS National Hosted by IPMS/Metro Atlanta Cobb Galleria Convention Center Atlanta, GA www.ipmsusa2005.org
- 9-10-05 NordicCon Twin Cities AeroHistorians South St. Paul, MN www.aerohistorians.org
- 10-1-05 The Show XI IPMS Will Cook James Hart Cafetorium 18211 Aberdeen Street Homewood, IL 60430 Contact: Ed Mate 915-478-4432 obviouschoice@juno.com
- 2-4-06 Hope it Don't Snow Show IPMS Zumbro Valley Stewartville Civic Cnter Contact: Ed St. Denis edwardstedenis@msn.com
- 2-24-25-06 IPMS Pathfinders Raddison Inn 517 Grand Canyon Dr. Madison, WI
- 3-18-06 LOCON 2006 IPMS Fort Crook Mid-America Center Council Bluffs, IA Contact: Mike Cavil 402-493-9669 mcavil@tconl.com
- 3-18-06 11th Annual Show Mad City Modelers Radisson Inn 517 Grand Canyon Dr. Madison, WI 54719 Contact: Jim Turek 608-329-7222 jjtmodel@yahoo.com
- 3-25-06 IPMS Quad Cities Holiday Inn Center Davenport, IA Contact: Glen Broman 309-523-3671 gbroman@aol.com

## The Master Builder When Is a Model Not a Model By Frank Cuden

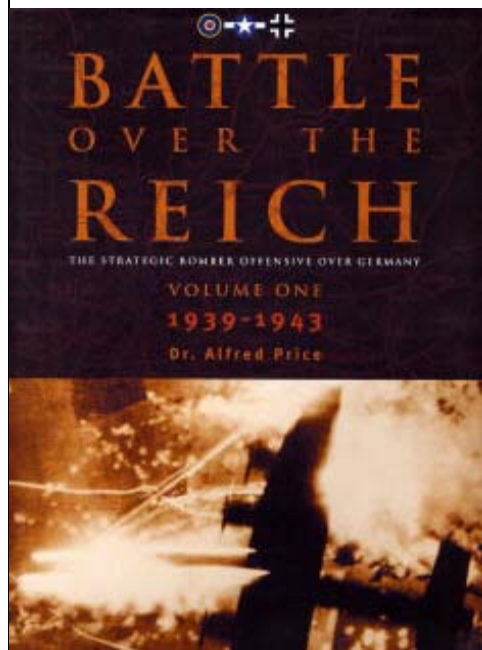
When is a model not a model? I've thought about that from time to time and what really got me thinking about it was a conversation some time ago with a modeling friend. We got to talking about future projects and at that time, I showed him some photos of a C-45 Expeditor that I had taken at Oshkosh. The scheme on it had a gray fuselage, yellow wings, yellow fins and orange rudders with an orange wrap-around stripe on each wing. I believe it had markings for GTMO. My friend commented that it wouldn't really be an accurate model as they were never marked like that. Try as I might, I could not convince him that the photo was proof enough for me to build it in that scheme. He just would not buy it as being prototypical because it was a restoration. As I recall, there was also a B-25 there that year, painted in the same scheme. Of course, I never bothered to research the scheme to see if it was really painted that way at GTMO. They both would make an interesting pair on the table though. So from his viewpoint, it would not be accurate even though I had photographic proof right in front of us. Funny how people interpret things differently. When you stop and think about it, the Warbird movement today contains loads of interesting schemes that might not be accurate. However, if the plane exists in those markings, why not have a go at it? That just broadens the availability of schemes to select when building the next model. I do plan to do that C-45 one of these days. Sure is a pretty little thing!

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masse and they are loaded for bear as I'm told. They are truly excited on attending and if this is any indication of the general modeling public, then we can look forward to a fun and enjoyable experience! To be continued!



## Battle Over the Reich: The Strategic Bomber Offensive Over Germany, Volume One, 1939 – 1943, by Dr, Alfred Price, A Book review by Steve Jantscher

Initial observations: This is a handsome book, with 159 page hardcover, copious b&w and color photographs, diagrams and aircraft



profiles, fully in keeping with the quality that Classic books have been making recently. The book has some superfluous, for me at least, side profiles of aircraft that look to be lifted from earlier Classic published books. In this sense, the book comes across as one of those bargain shelf books on a WWII subject, with lots of drawings, but with a mediocre text. I can do without the fighter and bomber profiles and little data digests provided to go along with them. It struck me that these, while nice to look at, were out of place here, and are used as filler. There are also boxed highlighted sections covering various subjects in greater detail, and these I liked. Sometimes they covered a weapon or tactic, while other times they included personal experiences of the flying or fighting (both from the air as well as from and about ground operations). All in all, this book is a

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(Book Review Continued from page 4)  
top-notch production. It is however in the text that the book really shines.

I came to this book with an already strong interest and understanding of the Combined Bomber Offensive against Nazi Germany during WWII. I knew about most all of the many different aircraft and air forces involved, as I'm sure many of the readers of this review do also. I knew of many of the personalities and had even developed a pretty specialized interest in and knowledge of the night fighting see-saw battle for the electronic spectrum the "Boffins" from each side enabled. Given all that I already knew, I thought, what could this book bring to my study of the subject? I was pleasantly surprised that the answer turned out to be a lot!

My initial trepidations centered on the text which was originally published in 1973 by Dr. Price. I was prepared for a conventional (definitely not revisionist) retelling of the bomber war against Germany. Since Dr. Price was a post war era RAF Aircrew Officer specializing in electronic warfare, I was especially looking forward to his take on that subject. As I expected there wasn't, at least in this first volume, much discussion of the motives or efficacy of the whole notion of the bombing campaign in general, or the morality in specific. I very much liked the many detailed examples of the technological advances and setbacks both sides experienced, and in which Dr. Price displays his real understanding. I'll give more examples of this later.

I'm less enthused with the total lack of mention (so far in the series) of any over-arching strategy. He does discuss the early RAF study, by Mr. D. Butt of the War Cabinet Secretariat, which pointed out the terrible inaccuracy of the early war (up to mid '41) Bomber Command attacks. "The evidence was irrefutable: even under ideal conditions on moonlit nights and in the summer, with Bomber Command's present navigational equipment, standards of crew training and tactical employment, it could not hit its targets with any reasonable degree of accu-

racy... As a means of reducing German was production, Bomber Command's attacks were ineffectual." This lack of accuracy led directly to the selection of cities as targets, and the necessary justification after the fact. The capabilities drove the target selection, and not the strategy. This is about as far as Dr. Price goes in touching on one of the most thorny issues still surrounding the history of the Combined Bomber Offensive, the deliberate targeting of civilians. Thankfully we are also thus spared ruminations from Bomber Harris as well.

The book is divided in chapters surrounding major changes to the bombing campaign. These themes are presented in a sort of chronological order, but split when the Americans show up, so as to follow each story (day/night activities) on their own. The early days where both sides were developing rudimentary tactics, and when the RAF found out that it couldn't survive with daylight bombing. The development of the various radar controlled German night fighters (the Kammhuber line), and as mentioned above, the move to area bombing with the aid of ground based navigation aids (GEE and later Oboe) and airborne ground search radar (H2S). The Germans had their air-to-air radar (Lichtenstein), as well as the ground-based radar systems (Mammut, Wassermann, Freya, Würzburg, etc...).

This is not a "day to day" type account of the air war. There is no attempt at being exhaustive. Nor does it address in any but cursory ways the relative numerical strength or losses, production totals etc. of the various air forces. There is no mention of target selection criteria either. Instead, Dr. Price recounts the important developments of tactics and weapons that characterized the offensive bomber war. Interspersed throughout are many personal accounts from that long campaign from each side from many different perspectives (a USAAF B-17 co-pilot telling of the parts and bodies raining down on him during one of the Regensburg missions, a Flak gunner aged 15 recounting the

joy of a night action that would allow him to sleep in and be excused from school the following day, to the many pilots describing their exploits either as the hunter or the hunted). These all add a very nice level of detail and spice to what otherwise might have been a dry recitation of this well know history.

Dr. Price pays special attention to many small specific air battles to prove a point, or show a change in the fortunes of one side over the other. He also provides multiple pages to select "important" missions that were turning points. He uses the 29/30 May raid on a city of Wuppertal as an example of a typical raid on a Ruhr target. In detail he shows the use of pathfinders as well as the German defenses. I especially learned a lot that I hadn't previously known about the development and use of target indicator bombs (marker flares). The first use of chaff (window) in battle was by the RAF during the first major raid on Hamburg, 24/25 July '43, and this bombing of Germany's second largest city was seen as a turning point for both sides, but more so for the Germans. This raid, and the follow-up one a few days later that caused one of the few fire-storms of the war, forced the Germans to realize that the days of the fixed defensive Kammhuber line were numbered. It was unable to stop, or effectively attrit an attacking force. This led directly to the adoption of the Wild and Tame Boar night fighter techniques in which single-engined fighters would gather over the target city, attacking enemy bombers illuminated by the lights and fires below, while twin-engined fighters would travel from radio navigation aid to radio navigation aid until within the bomber stream, and then mosey along, picking out targets. These tactics came along just in time to continue the fight after the Germans suffered the effective temporary loss of their radar through the use of chaff. As illustrative of American daylight bombing and the struggle facing deep-penetration raids against German targets, Dr. Price has chosen the two Schweinfurt/Regensburg raids.

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Hanau, and after a long low level chase, the plane was shot down.

In October, the 353rd converted to P-51D Mustangs and Bud named his first Mustang UPUPA EPOPS, the scientific name of the hoopoe, a bizarre European bird of untidy habits and unsteady flight. He flew this plane until December of 1944, when upon completing his first tour of 69 combat missions, he went home on leave.

The 'machine', a P-51D #44-72364 coded SX-L, was delivered to the U.S. Army Air Force on January 26, 1945. Upon returning to the 353rd FG for his second tour as a Captain on March 1, 1945, Bud was assigned this P-51 and named it the same as the first one, UPUPA EPOPS. He would get 2 air kills in this Mustang. The 4th kill came on March 31st near Dessau, while on a bomber escort to Derben, Germany. This would be his most significant 'kill' as he engaged a Me-262 fighter jet. He was leading a flight of the 352nd Squadron when he noticed two Me-262's below and to his left. The following is in his own words as told to Former TCAH member John Stanaway for his 'Stanaway's Aces' article in the March 1979 TCAH Newsletter:

".....I called them in on the radio, dropped my tanks, and dove nearly straight down under full power. By the time I approached their altitude (16,000 feet), my 51 was bucking at the edge of compressibility. I must have been doing well over 500 miles an hour, yet as I leveled out behind the jets, I was going just about their speed in level flight (or perhaps a little dive). I was way back, well over 500 yards, but could see I was going to get no closer. So I just started shooting (we had computing gun sights by then that figured range and deflection), holding the bead above the closest plane. After a very long burst that burnt out my guns, I got one strike on the left jet engine (the API bullets flashed on impact). A thin stream of smoke or fuel started coming out as the two planes began to pull away from me in a straight, shallow dive.... Smoke got thicker and I began to close quickly on the wounded jet.

My guns wouldn't work so I switched on the gun camera and took pictures. Finally, great quantities of smoke came out and the jet pulled up into a vertical climb at about 3000 feet. I cut him off in the climb and closed to perhaps 200 feet as the engine burst into a great sheet of flame. The pilot ejected while I was closing to perhaps 50 to 100 feet, furiously taking pictures. The pilot shot back over the top of my plane (now going nearly straight up) and as his plane stalled and fell over in a straight dive to the ground, I had to skid my 51 out of the way. The pilot's chute never opened. My gun camera malfunctioned and I got no photos."

Without the height advantage, Bud would not have been able to engage these two aircraft because of the superior speed of the 262. Many 262's were shot down on take-off and approaches to their home airfields.

Bud's last air victory was against a Bf-109 on April 7, 1945. He was flying east of Hamburg when 50 109's engaged the bombers. Seven 109's were claimed including one by Bud. He finished the war with 9.5 kills, 5 air to air and 4.5 air to ground. When the war ended in May, he had flown a total of 85 combat missions over Germany. He was decorated with the DFC, and Air Medal with 16 oak leaf clusters. 'Machine' and 'man' went their separate ways until a summer day in 2003, 58 years later.

Bud would go on to Cornell University and graduate in 1946. He received his Masters Degree and Doctorate at the University of Michigan. He became an ornithologist (study of birds) and held several faculty positions at the U's of Kansas, Michigan and Minnesota where he retired in 1991. He still keeps an office at the U of M where he has spent time, at first, on the re-establishment of the peregrine falcon population in the eastern half of the USA, and now monitoring the peregrine falcon population locally and elsewhere.

Bud's airplane #44-72364 apparently spent the next two years in Germany and then was sold to the Swedish Air Force on April 24,

1947, where it was assigned the number FvNr 260061. It served in this capacity until October 30, 1952 when she was sold to the Fuerza Aerea Dominicana (Dominican Air Force) and given the number FAD1916. With camouflage paint applied (there are photos of Bud's plane in flight in this scheme) it served with 43 other Mustangs from 1954 onward for many years in the skies over Dominica.

In 1984, all airworthy Dominican P-51's were made available for sale. SX-L and five other P-51's were purchased by Johnson Aviation & Trading Co. of Hialeah, Florida. Eventually, this became a deal involving 9 aircraft and massive spares. The new owner of SX-L was Brian O'Farrell of Johnson Aviation, and SX-L was brought to Florida in 1985. Brian would put them together and sell them for \$600,000 each. Bud's airplane, with a documented combat history was more valuable, and Brian was not going to sell it. Also, 40 years later, Brian still had some cowling pieces with the yellow and black checkerboards painted on, the color markings of Bud's 353rd Fighter Group!

However, SX-L would change hands again before finding a final home with the Flying Heritage Collection of Arlington, Washington in 1999. It was delivered to WestPac Restorations in Rialto, California, where it remained for the next 2 1/2 years. The new owner of SX-L was none other than Paul Allen, co-founder of Microsoft. He and several other aviation enthusiasts wanted to search out combat flown aircraft and restore them to exacting standards and also be able to fly them. This was to become the Flying Heritage Collection. SX-L would be restored to 'factory original specs'. Every nut, bolt, stencil, wire, everything, would be just like the day she rolled off the line in late 1944. With the backing of Paul Allen, money was not a problem in bringing this project together. No one had ever tried this kind of restoration before, with this kind of attention to detail.

The first step of many was to go to the National Archives in Wash-

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ington, D.C. where they spent a week finding out everything they could about North American Aviation (NAA). They looked up factory blueprints, employee rosters including anyone who might have worked on this airplane. Everyone at West-Pac dropped their current project and focused on this P-51 project. If they needed a certain part, the original manufacturer was contacted (if still in business!) and a production run was made. This would be done many times. If this didn't work out, they would 'scrounge' for the parts via eBay, collectors or just plain luck. The most hard to find item was the radio and all its components including the mounting brackets. The hardest part of the project was the final 10 percent. A lot of detailed work could not be seen because it is out of sight inside the airplane. Even the braiding covering the wires is in the proper colors and weave. P-51D Mustang, #44-72364 named UPUPA EPOPS, coded SX-L, would become the most authentic restored airplane of its kind.

I met Bud through a friend of mine, Noel Dunn of Maplewood. The three of us have had many lunches together over the years and kept track of Bud's plane and the ups and downs of its travels and ownership. Noel and I always prayed that the plane would be restored before Bud's health might fail him to go out and see the plane. Fortunately that was never the case! Bud had been invited to go out and see the plane during the restoration process but he declined, waiting instead until the plane was finished. On August 19, 2003 and at the invitation of Paul Allen, Bud went out to see UPUPA EPOPS in her final glory 58 years since he last saw her. Here in Bud's own words are his thoughts and feelings about seeing UPUPA EPOPS again for the first time since 1945:

"The folks at Flying Heritage picked me (and grandson) up at our hotel in Seattle, and drove us north to a spot in the woods, put me in an actual WWII Jeep and drove down a wooded track to a clearing, in the middle which stood UPUPA

EPOPS, elegant in the morning sun. I got out, walked to the plane, touched a wingtip, and for a moment, over half a century went away. I walked to the spot where you climb aboard (behind wing root, left side) and then realized I was no longer up to that big step up. Reality comes back! With the help of a leg-up, I got into the cockpit and there felt immediately at home. A few strange new required radio aids aside, everything was as familiar as over half a century ago. I twisted the handle on the throttle that works the computing gun sight (but not with the engine off), then reached under the seat and could not immediately find the pilot relief tube (one does have to piss on six hour missions). But it was really there, I had not reached quite far enough. The whole episode was exciting and nostalgic. Of course, I knew what was going to happen, but still the elegance of the plane, its pristine condition, the locale of the reunion, all were nearly overwhelming. The plane had never before looked so beautiful. A most special moment!"

Bud's search for the relief tube was a defining moment for the WestPac restoration team and company President, Bill Klaers. The plane was delivered to Flying Heritage in Washington state, in its factory applied markings. Once there, the 353rd FG markings were applied as were Bud's personal markings. He came out to see the plane and got into the cockpit. After a few minutes, Bud shouted, "Hey, there's something missing!" Right away the WestPac people thought, what did we miss? "There's no relief tube," he yelled. Bill Klaers told him it was there, clamped under the seat per the factory specs. Bud felt around under the seat again and found it. With that, Bill Klaers knew they had passed the final exam.



(Book Review Continued from page 5)

These as we should all know were among the most costly USAAF raids of the war.

The book ends in October 1943. All sides seemed to draw lessons giving each solace in the future. The Germans were the most sanguine, having proven their new tactics against both the night and day attackers. They saw one answer to the future need in the production of more twin-engined destroyers (the Me-410) while ramping up production of single-engined fighters to new highs. The Americans stood back, licking their wounds. The answer they foresaw was the enlargement of the escorting fighter force, the introduction of the new Merlin powered P-51 long-ranged fighter and the deployment of the 15th Air Force to southern Italy, to attack Germany from another direction thus further pressuring the Luftwaffe. The RAF continued to develop their electronic warfare capability with the deployment of a new, specialized unit, 100 Group that would serve in the bomber support role. 100 Group would also be equipped with Mosquito fighters who would hunt the hunters, over Germany herself, making the skies even more dangerous for the Luftwaffe.

In conclusion I have to say I really enjoyed this book. Its story was told in an artful and entertaining way, in a professionally produced product. I think it would make an excellent gift for any TCAH'er who has any interest in a broad and entertaining history of the Battle Over the Reich. I liked it and am looking forward to the second volume.

This book may be ordered from Specialty Press at 800-895-4585 or visiting their website at [www.specialtypress.com](http://www.specialtypress.com). There is a \$4.95 shipping fee.





## 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 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.


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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 Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.