

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

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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The Aero Historian



Volume 52 Number 5

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

May 2018



Hasegawa 1/48 P-47D

by Mark L. Rossmann

P-47 Bubbletop 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 heat 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.

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TCAH Officers

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

Newsletter Info

Article Submission Deadline: 22nd of each month

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held May 12, 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

April 14th, 2018
It is snowing like crazy. Where I should be with my fellow AeroHistorians, enjoying the monthly meeting. I'm sitting in my Man-cave trying to figure out when I should go shovel.

Present Day
I'm not sure if we've ever had to cancel a meeting before, but I can tell you it was a very hard decision to make. It took a couple of days watching weather reports and e-mailing club members for opinions. But in the end it was up to me. And I wasn't liking what I was seeing. So Friday afternoon, I made the call. And after seeing what we got hit with, I am happy with my decision.

Now on to this month. PIZZA PARTY!!!! At this month's meeting we will have our Annual Awards Ceremony and Club Luncheon. We will still have normal club functions, and we have the room til 4 so we have plenty of time. Our theme for this month is: "Golden Age", and Don Stauffer will give a presentation on printing your own decals.

Hopefully Scott Murray will give us an update on the Fagen Fighter Museum show coming up in June. It is a collaboration with MMFS to have a WWII display of models at their open house.

We still need a Head Judge for Aircraft for NordicCon. It is not a very hard job and whoever decides to take responsibility, I will be able to help if needed. Please come see me if you are interested.



Treasurer's Report by Dennis Strand

During the last 30 days, the club paid the annual fee for the domain name on our web page. There was also the purchase of a B-24 kit for the "Hookem Cow" Liberator project. Because of the cancellation of the club meeting in April, I purchased a shipping
(Continued on page 3)

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/>



(Continued from page 6)
Decals

Paint:
Tamiya sprays: AS-6 Olive Drab and AS-7 USAAF Gray (French)

Tamiya sprays: TS-30 Silver, AS-6 Olive Drab, TS-86 Pure Red, Testors Flat White (red stripes cut from decal and applied individually). (GRUMPY)

Tamiya sprays: AS-11 RAF Medium Sea Grey, AS-10 RAF Ocean Grey and AS-9 RAF Dark Green, Testors Flat White for SEAC bands (RAF).

Tamiya sprays: TS-29 Gloss Black, AS-10 RAF Ocean Grey, AS-14 USAF Olive Green, Testors Flat White (Eileen)

References:
1. Rand McNally WWII Airplanes – Volume 2

2. WikiWand – No. 81 Squadron
3. P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library(Kagero)
4. Eagle Strike – 48164
5. Carpena Decals– 48-116
6. AeroMaster Decals – 48-083 Thunderbolts Galore II
7. Monogram and Academy instruction sheets



(Continued from page 1)

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.

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 the Pearl Harbor 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 throughout the series consisted of 8 Colt-Browning .50 caliber machine guns, each loaded with 267 to 425 rounds. It was also capable of carrying over 1 ton of bombs, drop tanks and bazooka tube clusters.

Both the British and U.S. were having visibility problems to the rear of aircraft. British designed the Malcolm Hood canopy for the Spitfire and many were fitted to P-51B and a few P-47D's. However, the "Tear Drop" canopy was devised by the British for the Typhoon, and the U.S. liked it so much that the

next aircraft to have this type was the P-47. followed by the P-51.

The P-47-D-25 series is when the "Bubble-Top" appeared and the nickname "Jug" came about as it looked like a milk bottle. Others claim it to derive from "Juggernaut" as the P-47 swept through western Europe from D-Day till the defeat of Nazi Germany.

The YP-47K, originally a P-47-D11RE, was fitted with the "Bubble Top". The Super Bolt as pilots called it initially, started flying in Europe in May of 1944, as the "-25-RE" It had a Hamilton Standard Hydromatic 13 ft prop driven by a R2-2800-59 or -63 engine. The new set-up allowed for a 2,300 H.P. war emergency rating for this type. Additional features included larger internal fuel tanks and upgraded centerline shackles to carry the 150 gal drop tank.

At first the flight leads and group commanders received this type, however as the summer of '44 wore on to fall, the heavy ground attack losses saw the -25, -26 and -27 become the main P-47 type.

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 and was used in this role in the ETO, MTO, PTO and CBI theaters. P-47's were used by the U.S., British, French, Mexican, Brazilian and Russian air forces.

Aircraft
All models built up well. Each has its own building points.

Note: After the block number, aircraft from the Evansville Republic factory were identified by the **-RE** suffix, while Farmingdale aircraft were given the **-RA** suffix.

ETO:
Aircraft: P-47D-28-RE, Unnamed (420030) – Unknown disposition

Unit: Second Escadrille GCIII/3 "Ardenne", Saint Sauver 1945.

Pilot: Unknown Pilot
Model: Hasegawa 1/48th, Carpena Decals– 48-116

ETO:
Aircraft: "Eileen", P-47D-28-RA, (428878) – Unknown disposition

Unit: 84th FG, 78th Squadron, Duxford England fall 1944.

Pilot: 1st Lt. Frank E. Oiler
Model: Tamiya 1/48th, AeroMaster Decals – 48-083 Thunderbolts Galore II

MTO:
Aircraft: "Grumpy", P-47D-26-RE, (SN Unknown) – Unknown Disposition

Unit: 527th FS, 86th FG, 15th AF, Italy Autumn 1944.
Pilot: Pilot Unknown

Model: Academy 1/48th, Eagle Strike – 48164 Best Sellers Thunderbolts

CBI:
Aircraft: Unnamed, Type Unknown, possibly a D-25, (HD135) – Unknown Disposition

Unit: #81 Squadron (FL) - (Burma)
Pilot: Unknown

Model: Monogram 1/48th, Kit
(Continued on page 7)

Airline Chatter by Terry Love

American Airlines will begin service from Raleigh- Durham to Tucson, Philadelphia to San Antonio, and Washington, DC to Tallahassee this Spring.

Air Canada now operates Toronto to Phoenix and Montreal to Phoenix.

Southwest Airlines is expanding in San Jose, California. Southwest Airlines will add 80 flights per week.

Holman Field in St. Paul, Minnesota was host to 204 biz jets during the Super Bowl. Hundreds more were parked at the MSP airport and Anoka. It was the largest gathering of biz jets in history.

American Airlines will start Dallas to Palm Springs in June.

Hawaiian Airlines ordered 10 Boeing 787 Dreamliners worth \$2.8 Billion.

Boeing delivered 10,000th Boeing 737 airliner. It went to Southwest Airlines. Boeing delivered the 5,000th Boeing 737 in 2006.

Turkish Airlines ordered 225 Airbus A-350s valued at \$7.95 Billion plus options for 5 more. Turkish also ordered 25 Boeing 787 Dreamliners valued at \$7 Billion.

American Airlines will begin Philadelphia to Mexico City this Spring.

Southwest Airlines will begin Indianapolis to Cancun service this Spring.



(Continued from page 2)
box and paid for postage to send the model to Erik Zabel. I did not want to delay an additional month before Erik was able to take possession of the model.

The total for all expenses was \$85.72. This gives TCAH a total of \$5918.12



The Memory Box by Bernie Kugel

A few months ago while driving in my van coming home from work. I was listening to Public Radio and someone came on talking about something called a memory box. He described making this for his father who was just in the starting stages of Alzheimer's. He put items from his father's childhood, teenage years, and early adulthood that could help trigger memories for his father when he couldn't remember things. The items he described were candy bars, a toy that his father loved (found on eBay at a price he didn't want to share). A pack of cigarettes that he used to smoke as a young man. Items like these.

You wonder, what does this have to do with airplanes or modeling? Here's what I have to say. Last November, Hub Hobby had a 20% off all plastic kits. In their stock was a Tamiya 1/35 88mm Flak gun.

I had built this kit many times since I was a teenager til about 12 years ago was my last one. It was a kit that I loved. So I picked it up, took it home and ripped open the plastic to look at the parts and instructions as well as ogle the very cool box art.

Some time later, I heard this story of "The Memory Box". And



it got me thinking about some time earlier about that Tamiya 88 kit. And thought: That would be something cool for me. I built and painted a bunch of Tamiya 1/35 armor and figure kits as well as a few Testor's kits. I could do my own Memory Box of these kits.

So, I went online and found the numbers all the old Tamiya kits I enjoyed so long ago, and found out most of them are still in production. And the ones that aren't could be found on eBay for not to bad of a price. (and our Mr. Harvieux, has helped me out with a few of them.) And I might throw in a few Italeri kits that I enjoyed as well.

While at this time I have no intention of building them, I do enjoy looking at them and bringing back some happy memories of my earlier life.

I hope you like this article and maybe think about starting your own "Memory Box". And maybe some day we can share our creations with everyone and talk good stories about the kits we loved so much.

Model On



"Hook 'em Cow" Liberator Project

Erik Zabel has stepped up and generously volunteered to build the B-24H model to be used in a display at the CAF hangar. This display will exhibit the contributions made by the City of South St. Paul to the war effort 1941-45. The last time I communicated with Don Stauffer, he was finishing up the work on the decals for this model. Thanks guys, from our club and from the Commemorative Air Force.



