

The Aero Historian



Volume 56 Number 2

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February 2022



1/48 Scale Hasegawa P-47
by Mark L. Rossmann

P-47 Razorback

Part 2

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 use by U.S., British, French, Mexican, Brazilian, Chinese and Russian air forces.

ETO:

The Eighth Air Force was established on February 1, 1942, with responsibilities in the

northern European war zone. The Eighth switched from the plane-in-group numbering system to the use of the same coding system of the R.A.F.; 2 Squadron characters and an aircraft letter flanking the national insignia (I.E., "E2 A" 361st FG 375th FS aircraft "A"). Initial color of the codes was grey, then white, when all aluminum aircraft appeared, they were black. Night Fighters didn't have codes. When there were too many aircraft in a unit and not enough letters, a horizontal code was drawn under the aircraft code for identification.

The first fighter used by the

Eighth was the British Spitfire with U.S. markings. This was followed by the first U.S. type, the P-38. However, it didn't engage the Luftwaffe in combat and were sent to North Africa. The P-47C was the first U.S. made aircraft to do battle in Europe, in April 1943. It was the only single seat fighter with an air-cooled engine, along with the Fw-190A, in Europe. To better identify the P-47, before entering combat; a) the national insignia on the underside was enlarged and placed on both wings, b) front 24 inches of the cowlings were painted white, c) 12-inch stripe was added to the vertical

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TCAH Officers

President, Mark Copeland

Vice-President, Steve Hustad

Secretary, Bob Maderich

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

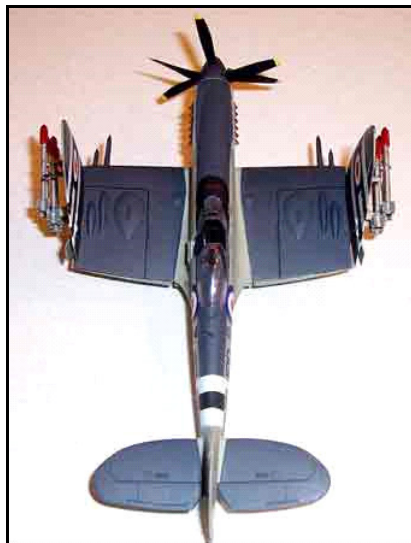
651-481-8887

boba@arkokraft.com

Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday February 12, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



Meeting Notes

by Mark Copeland

January's TCAH General Meeting saw the triumphant return of the annual club contest!! With 84 total entries, the contest went off very well thanks in part to the help of Jay Murzyn, Steve Hustad, Bob Maderich, Harold Parsons and Dennis Strand.

The formal club meeting opened with a short re-cap of some club old business. Then the meeting was then temporarily adjourned while the attending membership had the opportunity to vote for their favorite entries in the twelve categories of the contest. The ballots were then calculated by members Jay Murzyn, Steve Hustad and Harold Parsons.

The meeting was then re-opened with the introduction of two new members. Rob Zielinski an extremely talented builder from St. Michael, Minnesota and our newest and youngest member, 13 year old Laughlin Johnsen, who was introduced to the club by Steve Rewey

February's TCAH Meeting theme will be Winter Subjects, followed by Floatplanes and Flying Boats for March.

A club vote was approved for the expenditure of up to \$300.00 for two IKEA bookcases to facilitate the reference library from the estate of our late member, Barry Roach. The bookshelves and the reference material will be placed in the "library area" of the South St. Paul Airport FBO. TCAH members will have access to the collection for their reference needs.

An April "TCAH Fieldtrip"

was proposed to the membership for a "day trip" to Granite Falls, Minnesota to the Fagen Fighters WWII Museum. More details to follow.

June 18th will be the Fagen Fighters Airshow, which was also discussed as a possible club event.

Three contests in the coming months were also highlighted and discussed.

Rochester, Minnesota – February 5th - "Hope it Don't Snow" show

Madison, Wisconsin – March 5th - IPMS Region V Convention

Kansas City, Kansas – March 12, 2022 - KCCon 2022

The meeting was adjourned and the winners of the contest were announced by Jay Murzyn. Gift Certificates to Scale Model Supplies were distributed to the winners.



Disposals Notice

by Axel KornFuehrer

DISPOSAL: Must downsize my aviation book and magazine collection. Janes, Windsock, AAHS Journals, Air International, lots more books and mags. Priced to move. Write for a listing. Axel Kornfuehrer, AAHS #10476, IPMS #34166, email akornfuehrer@msn.com. Please specify in Subject line "Book List" (in case your email lands in the JUNK folder).



Treasurer's Report

by Dennis Strand

To start out the fiscal year for 2022, the club paid \$523.09 for the December lunch and associated costs, \$600.00 for gift certificates that were awarded at the January club model contest. \$325.00 for meeting room rental at Fleming Field and \$39.73 was deducted from our bank account for new checks from Huntington Bank.

For income, we had three members pay dues for the new year. One renewal, a new member Rob Zielinsky and another new member, who will become our youngest at 13 years old, Lachlen Johnsen. Welcome aboard everyone! This gives us \$30.00 income and a total of \$4578.63.

TCAH currently has 50 paid members and 8 "Life" members. I will be sending out emails to members listed on the old roster, who have not renewed their membership. We will give them until next meeting to respond, then we will finalize the club membership for the new roster. The plan is to have a rough draft ready by March and the finished product printed shortly after that time.



(Continued from page 1)

stabilizer, d) 15-inch-wide stripe was added to the horizontal stabilizer, later black on unpainted aircraft. Stripes fell out of use in late '44' and by 1945 only a few units had them. By the end all fighter units of the 8th had Mustangs, except the famed 56th FG.

Eighth Air Force

headquarters was reassigned to Sakugawa (Kadena Airfield), Okinawa, on July 16, 1945, being assigned to the United States Strategic Air Forces in the Pacific without personnel or equipment. The atomic bombings of Japan led to the Japanese surrender before Eighth Air Force saw action in the Pacific theater. Eighth Air Force remained in Okinawa until June 17, 1946, having received its first B-29's on August 8th 1945.

MTO:

The Ninth Air Force was originally the V Air Support Command activated on September 1, 1941. War came upon us and it was redesignated the Ninth Air Force in April 1942. Posted to Egypt, the Ninth began operations on November 12, 1942. It participated in the Allied drive across Egypt and Libya, the campaign in Tunisia, and the invasions of Sicily and Italy. In October of 1943 it was transferred to the ETO to become the tactical air force for the invasion of the continent.

The Twelfth Air Force was activated at Bolling Field in August 1942, and in September placed under the command of General Doolittle, barely four months after it was conceived, 12th AF made its first contributions to World War II. When D-Day for the invasion of North Africa (Operation Torch) occurred on 8 November 1942.

Initially, 12th AF was a composite organization containing both strategic heavy bombardment groups; and tactical light and medium bombardment, fighter-bomber, and fighter groups. Based in French Morocco and Algeria after Operation Torch, it became

very important for 12th AF to coordinate and cooperate with the Royal Air Force which had been fighting the Axis for 2 years. On 22 August 1943, the Ninth Air Force's 12th and 340th Bombardment Groups, and its 57th, 79th, and 324th Fighter Groups were transferred to the 12th AF in North Africa.

As the U.S. tactical air force in the Mediterranean, the 12th AF primarily provided close tactical support to U.S. ground forces in Italy and Southern France and targeted lines of transportation and communication, particularly roads, railroads, and bridges until the end of the war. 12th AF operated in the Mediterranean,

French Morocco, Algeria, Tunisia, Greece, Italy, Southern France, Yugoslavia, Albania, Romania, and Austria.

The unit served with the Northwest African Air Forces (NAAF) from February to December 1943, then with the Allied Air Forces in the Mediterranean (MAAF) until the end of the war, alongside the 15th Air Force. With the end of combat in the Mediterranean and European theaters in 1945, Twelfth Air Force was inactivated at Florence, Italy, on 31 August 1945.

12th AF P-47 units were:
27th FG (552nd, 523rd, 524th FS),
57th FG (64th, 65th, 66th FS),
79th FG (85, 86, 87 FS),
86th FG (525th, 526th, 527th FS),
324th FG (314th, 315th, 316th FS),
350th FG (345th, 346th, 347th FS)

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PTO:

The Seventh Air Force initially provided air defense for the Hawaiian Islands. It also became the hub of the Pacific aerial network. In addition to Depot functions, it supported the 4-engine all-weather transport used in ferrying troops, supplies, and evacuating wounded from forward areas. These transport planes were under the command of Pacific Division, Air Transport Command. The command also played a major role throughout the Pacific War as a training,

staging, and supply-center for air and ground troops.

The command deployed most of its combat units to the Central Pacific, where operations were best summed up by its air and ground views as "Just one damned island after another!"

Seventh Air Force units deployed 2,000 miles southwest to the Gilbert Islands, then 600 miles northwest to the Marshall Islands, 900 miles west to the Caroline Islands, 600 miles northwest to the Mariana Islands, 600 miles north to Iwo Jima, 1,000 miles west to Okinawa,

always edging closer towards the center of Japanese power. A map story of the Seventh Air Force would cover 3,000 miles north and south of Midway Atoll to Fiji, and 5,000 miles east and west from Pearl Harbor to the Ryukus.

Early 1944 the 318th was equipped with Republic P-47D Thunderbolts, while still stationed in Hawaii. On June 22nd and 23rd, from the escort carrier USS Natoma Bay, the 318th catapulted 37 P-47's landing at Aslito airfield. During

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the Marianas campaign, it worked closely with Marine ground forces, pioneering close infantry support and employing the first use of napalm. On Saipan the 318th had the dubious distinction, along with the 21st Fighter Group on Iwo Jima, of being the only Army Air Force units to engage in ground combat. The squadrons of the 318th Fighter Group were attacked by Japanese ground forces in June 1944 on Aslito Airfield, Saipan (renamed Isley Field), sustaining modest casualties. From November 1944 to January 1945, the 318th Fighter Group helped counter the Japanese air attacks on the Mariana Islands.

The 318th was the first unit to receive the new long-range P-47Ns in early 1945 before moving to Okinawa on Ie Shima.

During the summer of 1945, the 318th Fighter Group (along with the 15th and 21st from the VII Fighter Command) was reassigned to the Twentieth Air Force and continued its fighter sweeps against Japanese airfields and other targets, in addition to flying long-range B-29 escort missions to Japanese cities, until the end of the war. On 13 August 1945, the 318th flew 1,680 statute miles (2,700 km) from Ie Shima to Tokyo and back, an 8½ hour non-stop flight.

The 318th Group was officially credited with 164 air combat victories by 15 August cease fire, with less than 6 pilots shot down by enemy planes.

The 318th was assigned to Eighth Air Force in August 1945, shortly after V-J Day. Moved to the US, December 1945 – January 1946. Inactivated on 12 January 1946.

After the war, it was redesignated the 102nd Fighter Group in May 1946.

Seventh AF P-47 units were:

15th FG (45th, 47th, 78th FS), converting to P-51.

318th FG (19th, 73rd, 333rd FS),

508th FG (466th, 467th, 468th FS)

All models built up well, each has its own building points

Aircraft

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

ETO:

Aircraft: **"Spirit of Atlantic City N.J."**, P-47D-5, (42-8487) – Shot down March 27, 1944

Unit: **8th AF:** 63rd FS / 56th FG Base Halesworth, UK March 1944.

Pilot: Capt. Walker Mahurin – 19.75 kills (Escaped back to England. He was transferred to the PTO in command of the 3rd Fighter squadron, claiming 1 more kill, flying a P-51 in the Philippines, bringing his WWII total to 20.75 kills. He ended WWII as a Lt. Colonel commanding the 3rd Air Commando Group. He stayed in the Air Force, flying F-86's in Korea under the command of Col. Gabreski for the 51st FIW, then commanding the 4th FIW. He claimed 3.5 Mig-15's before being shot down by ground fire becoming a POW. He was the only American pilot to have kills in the ETO, PTO and Korea war, totaling 24.25).

Model: Hasegawa 1/48th, Kit decals from Tamiya P-47 Razorback.

MTO:

Aircraft: **"Hun Hunter XIV"**, P-47-23-RA, (42-27910) –

Disposition unknown

Unit: **12th AF:** 65th FS / 57th FG, Grosseto Italy, fall of 1944.

Pilot: Lt. Col. Gilbert Wymond, Commanding Officer 65th FS. 3 Kills, 2 probables. Silver Star, May 2, 1944. Lt Col Wymond took command of the 55th Fighter Squadron at Shaw Air Force Base South Carolina in April 1949. Wymond was killed in the crash of his Republic F-84 Thunderjet on May 11, 1949.

Model: Tamiya 1/48th, Eagle Strike "Best Sellers Thunderbolts" – 48164.

PTO:

Aircraft: **"COCKPIT TROUBLE/Rascal"**, P-47D-20-RA, (42-325321) – Unknown Disposition

Unit: **7th AF:** 333rd FS / 318th FG, Isley Field Saipan, 1944.

Pilot: Unknown

Crew Chief: S/Sgt J. T. Pawlowski

Model: Hasegawa P-47 Bubbletop, 1/48th, ThunderCals 48004.

Paint:

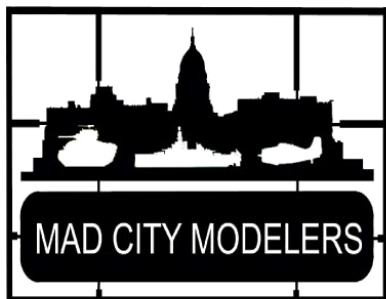
Tamiya sprays: AS-6 Olive Drab (USAAF), AS-7 Neutral Grey (USAAF), TS-30 Silver, TS-86 Pure Red, TS-29 Semi-Gloss Black, TS-47 Chrome Yellow, TS-34 Camel Yellow.

Testers Sprays: Flat White

References:

1. American Fighters over Europe – Fine Scale Modeler
2. Wikipedia
3. P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library (Kagero)
4. AeroMaster Decals – 48-083 Thunderbolts Galore II
5. ThunderCals Decals – 48004 P-47D Razorbacks PTO Part 4 19th, 333rd FS/318th FG





IPMS USA Region 5 Convention

(Mad City Modelers 26th Annual Contest)

SATURDAY, MARCH 5th, 2022

Exhibition Hall at the Alliant Energy Center
1919 Alliant Energy Center Way
Madison, WI 53719

Registration 9-Noon
Judging Noon-3
Awards 4pm

ENTRY FEE

\$10.00 for First 5 Entries-\$1 Each Additional
Intermediates \$5.00 for All Models Entered/ Juniors Free
Spectators \$2.00 Per Adult or Children Over 12
Children Under 12 Free
Police, Fire, EMS and Active Duty Military with ID Free
Vendors \$25.00/8' Table Before February 1st, \$30.00/8' Table After

THEME AWARD

'On the Silver screen'

(Any subject that had appeared in a movie)

AWARDS

Wayne B. Grinnell Award - Best of Show * Jim Turek Award Best Junior * Scott Hoffland Award for Modeling Excellence * Dave Raatz Tail Hook Award * The Last Square Award – People's Choice Best Armor * Best Aircraft * Best Auto * Best Figure * Best Ship * Best Marine Corp Subject * Best Sci/Fi - Real Space * Best WWI Aircraft * Best Out of The Box * Best Miscellaneous

SHOW CATEGORIES

- Biplanes 1/32 and Larger
- Biplanes 1/33 and Smaller
- 1/72 Scale and Smaller Single Engine Prop
- 1/72 Scale and Smaller Multi-Engine Prop
- 1/72 Scale and Smaller Jets All
- 1/48 Scale Single Engine Prop Allied
- 1/48 Scale Single Engine Prop Axis
- 1/48 Scale Multi-Engine Prop All
- 1/48 Scale Jets All
- 1/32 Scale and Larger Single Engine Prop
- 1/32 Scale and Larger Multi-Engine Prop
- 1/32 Scale and Larger Jets All
- Aircraft Other
- All Rotary Winged Aircraft
- Armor 1/72 and Smaller All
- Armor 1/48 Scale All
- World War I Armor All
- Armor 1/35 Axis 1919-1945 Tracked Closed
- Armor 1/35 Allied 1919-1945 Tracked Closed Top
- Armor 1/35 Open Tops All
- Armor 1/35 Armor Cars Halftracks and Softskins
- Armor 1/35 Scale 1946 to Present All
- Armor Artillery All Scales
- Armor Other All
- Ships 1914-1945 1/350 and Larger
- Ships 1914-1945 1/350 and Smaller
- Ships 1946 to Present 1/350 and Larger
- Ships 1946 to Present 1/350 and Smaller
- Ships Sailing All
- Submarines All
- Cars – Street
- Cars – Custom
- Cars – Racing
- Trucks - All
- Auto Other
- Motorcycles
- Figures 53mm and Smaller Historic
- Figures 54mm to 70mm Historic
- Figures 71mm to 120mm Historic
- Figures Sci-Fi/Fantasy (All Scales)
- Figures Mounted (All Scales)
- Busts (All Scales)
- Other Figures
- Dioramas- Military
- Dioramas – Aircraft
- Dioramas – Vignettes (5 Figures or Less)
- Dioramas – Others
- Science Fiction (All Scales)
- Real Space (All Scales)
- Paper Models (All Scales)
- Out of Box – Armor (Need Instructions)
- Out of Box- Auto (Need Instructions)
- Out of Box Aircraft (Need Instructions)
- Out of Box Ships (Need Instructions)
- Out of Box Other (Need Instructions)
- Miscellaneous
- Juniors up to Ages 12 (All Scales)
- Intermediate Ages 13 to 17 (All Scales)
- Distressed – Heavily Weathered, Damaged or Abandoned
- TOP GUN AWARD- Any model that has won an award at our previous shows

ALL ENTRIES MUST BE ON THE TABLES BY 12:00 NOON

- IPMS No Sweeps Rules in Effect
- IPMS Rules of Decorum in Effect Including No Nudes
- All of the Following are Exclusively at the Discretion of the Show Organizers and are Final
- Awards, Splits & Categories

**FOOD AVAILABLE ON SITE.
CARRY-INS OK IN CONTEST AREA.
A General Raffle and a Grand Prize Raffle.**

Show, Vendor Tables and Awards
Sponsorship Info Contact:
MAREK ROGAL
608-438-1227
mjrogal@wisc.edu

Club Contest Results – January 8, 2022

Category 1 – Armor – Tanks - All Scales and Types

1. Erik Zabel – Medium Mark A “Whippet”
2. John Bernier – M3A1 Stuart
3. Steve Erickson – M3 Lee “Lulubelle”

Category 2 – Automotive - All Scales and Types

1. Bob Maderich - Mercedes R35
2. Don Stauffer - Fiat Grand Prix Racer
3. Scott Harvieux – Hudson Hornet

Category 3 – Nautical Subjects - All Scales and Types

1. Steve Erickson - German U-Boat Type II
2. Don Stauffer – Viking Ship
3. Erik Zabel – Typhoon Class Submarine

Category 4 – Dioramas – All Scales and Subjects

1. Bob Ferreira – Simca
2. No Award was presented
3. No Award was presented

Category 5 – Figures - All Scales and Types

1. John Bernier - “Stepping Out”
2. No award was presented
3. No award was presented

Category 6 – Aircraft – 1/72nd scale and smaller

1. Erik Zabel – Fairey Battle
2. Mark Copeland – Republic P-47C Thunderbolt
3. Bob Ferreira – Fokker Dr. I

Category 7 – Aircraft – 1/48th Scale – Single Engine

1. Rob Zielinski – Spitfire Mk. 16
2. Steve Erickson – Douglas SBD Dauntless

3. Jay Murzyn – Republic P-47D Thunderbolt

Category 8 – Aircraft – 1/32nd Scale and Larger

1. Steve Rewey – Supermarine Spitfire Mk. IV
2. Don Stauffer – Hall’s Bulldog Racer
3. Scott Harvieux – Kawasaki Ki-61-I “Tony”

Category 9 – TCAH Challenge – Curtiss P-40 Warhawk

1. Steve Erickson – Curtiss P-40B Tomahawk
2. John Roll – Curtiss P-40B Tomahawk
3. Bill Read – Curtiss P-40B Tomahawk

Category 10 – Fantasy – Sci-Fi – Gundam – Misc.

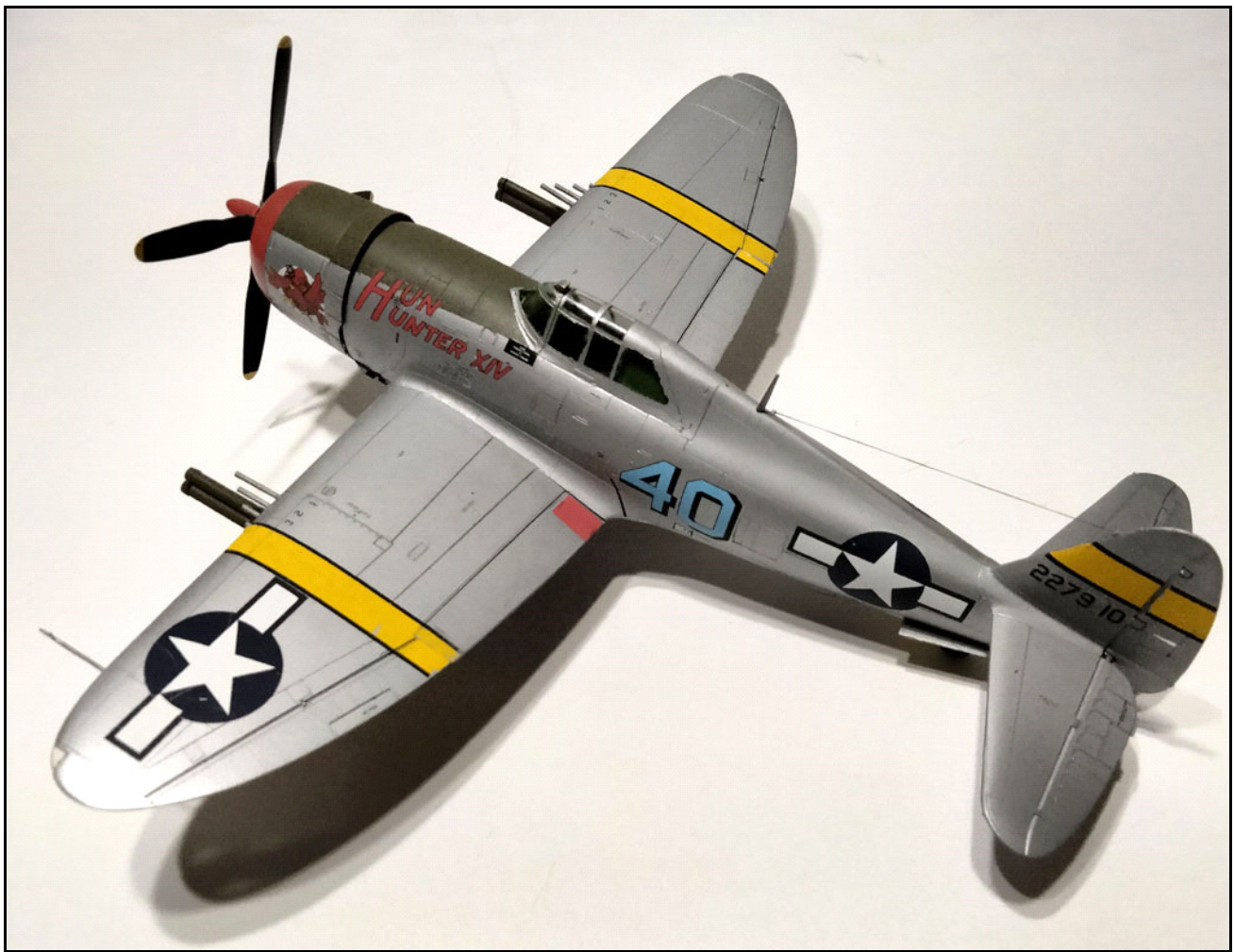
1. Don Stauffer – Allison Engine
2. Sean Brzozowski – Lend Battle Cruiser
3. No Award was presented

Category 11 – Aircraft 1/48th Scale – Multi-Engine

1. Harold Parsons – Caudron G.IV
2. Dennis Strand – Heinkel He-177 “Grief”
3. Sean Brzozowski - DeHavilland DH98 Mosquito

Category 12 – Armor – Non -Tanks - All Scales and Types

1. Bob Ferreria – M3 Halftrack
2. Bill Read – Minerva Armored Car
3. Steve Erickson – Universal Carrier







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 parking available.



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.

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 to the editor and address changes to the treasurer.

