

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.



The Aero Historian



Volume 56 Number 8

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August 2022



Tamiya 1/48 scale P-47D
by **Mark L. Rossmann**

First Brazilian Fighter Squadron

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 P-47-D-25 series is when the "Bubble-Top" appeared

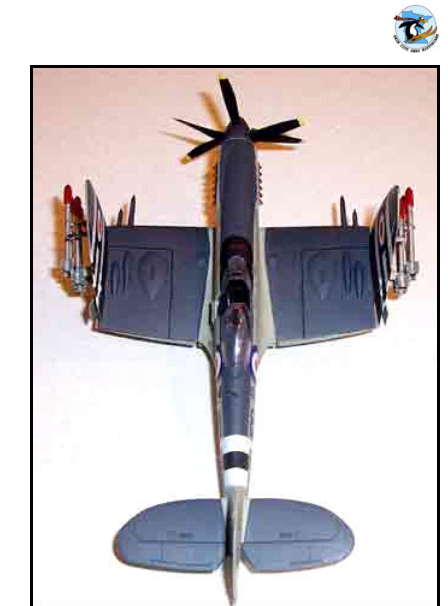
and the nickname "Jug" came about as it looked like a milk bottle. Others claim it to derive from "Juggernaut" as the P-47 swept through western and southern Europe till the defeat of Nazi Germany.

At first the flight leads and group commanders received this type, however as the summer of '44' wore on to fall, the heavy
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TCAH Officers
President, Mark Copeland
Vice-President, Steve Hustad
Secretary, Bob Maderich
Treasurer, Dennis Strand
Historian, Merrill Anderson

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TCAH This Month
 The monthly meeting will be held Saturday August 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address
 by Mark Copeland

Hello Everyone!! I hope that those who went to Omaha for the 2022 IPMS Nationals survived in one piece. I know my wallet took a thorough beating!!

The show was spectacular and lived up to all the hype and expectations!

The Omaha IPMS Fort Crook Chapter did a fantastic job making this IPMAS National event, one for the books!!

TCAH was well represented and our trophy sponsorships were very much appreciated by the host chapter. Next year it will be held in San Marcos, Texas which is making up for the cancelled show in 2020, due to the pandemic.

So, good news and bad news to report. Bad news first, the commemoration of the 40th Anniversary for **Custom Model Hobby** (August 22, 1982) closing, was scheduled for Saturday night, August 20th, 2022 at **Parkway Pizza**, now the current occupant of the site.

Unfortunately, due to a scheduling conflict, **Parkway Pizza** will not be able to accommodate our group. Therefore, we will postpone the event until sometime in the fall. I will work with the restaurant to coordinate a better date and will let everyone know the new plan.

Now the good news!! Noel Allard made me aware that the **Minnesota Air National Guard Museum** has now re-opened and is offering tours once again on a pre-booking basis. Of course that was the former home of TCAH, until the events of September 11th, 2001 changed

everything.

I would like to propose that we organize a special organized group tour of the Museum on October 15th, 2022, one week after our regular TCAH October 2022 meeting. I am going to reach out to the Museum to coordinate a tour and would like to suggest that we meet at 10:30am for a guided tour of the Museum which will take 1 1/2 to 2 hours, then have the option of going to the 5/8s Club on Cedar Avenue and Highway 62 (Crosstown Freeway) for a group lunch, afterwards. The cost for the Museum tour is free and lunch would be on your own accord with each individual responsible for their own cost. Not only would it be great to see our old home, but the opportunity to learn more about the MN ANG and it's 100 year history. Sign-up sheets will be passed around at the next few TCAH meetings, or you can email me directly at moke388@isd.net if you wish to attend.

I will be bringing an unbuilt kit collection to the August meeting and need the help of about five or six members to go through the collection and determine if the kits are complete of if they have been started. There are 26 banker's boxes full of kits dating back to the 1970s. We are still deciding what to do with the collection that was donated by Mr. Pete Nelson of Lakeville. If you can help out, please let me know at the meeting and we will go through the collection.

Our August theme will be Post Korean War Subjects, so bring your jets and participate if you can!!



On The Table—July 2022

Modeler	Kit	Manufacturer	Scale
Randy Worringer	F-101	Revell	Box
Don Stauffer	Midget racer	Ace	1/12
	Old 16 Locomobile	Ideal	1/12
	Ercoupe (1944)	Eagle	?
Ed Vigilante	Boeing E-3A	Entex	1/100
Dennis Strand	HMS Bounty	?	?
Steve Erickson	T-80	Mini-art	1/35
	Panzer IIIJ	Hobby Boss	1/35
	FW-190A8	Tamiya	1/48
	ME-109 G6	Eduard	1/48
Barry Rasch	DO-215	Airfix	1/72
	Do-217	Airfix	1/72
	'Kate'	Nichimo	1/48
Jeff Fries	ME-109	Aurora	1/48
	French 75 gun	Palmer	?
Harold Parsons	F-14A	Fujimi (Testors)	1/48
	Wildcat	Monogram	1/48
	Sherman	Hobby Boss	1/48
Noel Allard	O-1E Bird-dog	Scratchbuilt	1/72
Bob Ferreira	F6F-5	Academy	1/72
Bill Read	Lotus 38	IMC	1/25
Bob Maderich	Spitfire MK1	Airfix	1/72
	1949 Ford	AMT	1/24
	1931 Alfa Romeo	Heller	1/24
	Lockheed Vega	MPM	1/72
Robert Knowles	?	Aurora	?
Franklin Haws	Pair of Model T's	ICM	1/35

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to the Brazilian unit, only two other foreign units received such an honor, both from the Royal Australian Air Force.

Aircraft:

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

Aircraft: "A4" – 'TROZOBA', P-47D-25-RE, (SN- 42-26756) – Unknown Disposition,

likely shipped back to Brazil

Unit: 1st BFS, 350th FG, 12th AF, Pisa Italy, Spring 1945.

Pilot: Tenente Alberto Martins Torres; Commanded Yellow Flight (Escuadra Vermelha) from November 6, 1944 to May 1, 1945. Flying 99 sorties.

Torres was flying Costal Patrols off Brazil in a Catalina. When on July 31,1943, VP-74's PBM '74-P-7' located a U-boat on the surface via radar. Torres Catalina dropped depth charges which sunk U-199, off of Rio de Janeiro.

Model: Tamiya 1/48th,

Decals: fcm Tarquinia Brazilian T-Bolts at War 48020. Decals allow for the building of 3 of the 18 planes. Register and color is excellent.

Paint:

Tamiya sprays: AS-6

Olive Drab, AS-7 USAAF Gray, TS-29 Semi-Gloss Black.

Tamiya Lacquer Paint: LP-8 Pure Yellow (Rudder) tru-color paint: TCP-078 REA Green (Rudder)

References:

1. fcm Tarquinia Brazilian T-Bolts at War 48020.
2. 12th Airforce (Air Forces Southern) website
3. P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library (Kagero)
4. Osprey Combat Aircraft #92 - P-47 Thunderbolt Units of the Twelfth Air Force by Jonathon Bernstein
5. Wikipedia – 1st Brazilian Fighter Squadron

Secretary's Message

by Bob Maderich II

Usually our summer meetings are a bit light in attendance and models on the table, but we still had over 30 nice builds to look at. The theme was "the oldest model you have ever built" OR "the oldest kit you have ever built". Remember, next months theme is "Post Korean War Subjects".

Treasurer's Report

by Dennis Strand

During the July meeting, the topic of the Dave Hueffmeier Memorial Fund was raised. For the sake of transparency, a review of this subject is in order. In the Treasury Report of June 2016, it was stated, "From the estate of Dave Hueffmeier, we received \$1000.00. This will be added to the general fund. However, a separate account sheet will keep track of how this money is used". This account sheet has been kept up to date and there is currently \$ 745.69 remaining. These funds are only used for awards relating to Luftwaffe subjects and are financially separate from club activities or contests. This arrangement was made to limit any problems, confusion, additional fees or extra paperwork that may arise from opening another club account with our bank.

I should mention that Jeff Fries has been kind enough to have taken upon himself the tasks of having the trophies made and making sure that the expenses were drawn from the right source. Thanks Jeff!

The standard report for this month is that 4 Nordic Con trophies were funded for \$120.00. There were no revenues during this time. Club bank account stands at \$4140.72

Side bar: During my research of past TCAH Newsletters, I found mention of no other than Frank Cuden, who was being admitted to the Minnesota Aviation Hall of Fame for "Achievement in Art" (evidently modeling is 3D art). What a guy!

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

BFS History

At the outbreak of WWII, the Brazilian ministry of Aeronautics was formed by politician and lawyer Joaquim Pedro Salgado Filho and Major Nero Moura a military engineer. From there the National Airforce was created, later becoming the FAB (Brazilian Air Force). August 26, 1942 Brazil declared war on the Axis forces after a series U-Boat attacks that sank 36 Brazilian merchant ships off their coast. A decree in December 1943, founded the 1st Fighter Aviation Group (1st GAVCa).

Major Nero flew to Orlando to negotiate agreements with the U.S., this allowed the FAB to begin training in Panama with the U.S. for maintenance. Supply, armament, communication, intelligence and medical training. Members of the 1st BFS began training in Orlando on the P-40. Adapting to U.S. standards at the School of Tactics, the group moved to Panama, where Major Nero was promoted to Lt. Colonel. The group so improved itself that it was independently given a Panama Canal Zone Air Defense sector.

The group returned to Suffolk County Airport, in June of 44, where they were given training on the P-47. After a hard training course, they were ready

for action and landed in the Port of Livorno Italy on October 6, 1944, where they were given D-25 Thunderbolts from the USAAF warehouse.

350th FG, had the distinction of having 4 Fighter Squadrons assigned to it; 345th, 346th, 347th and the 1st BFS, flying out of Tarquinia Italy and in December of '44' moving to Pisa San Giusto Italy for the rest of the war.

The 1st BFS received its call sign in the city of Tarquinia, 'Jambock'. Unit was divided between four squadrons that were identified by a letter and a number. The groups were the Red squadron (by the letter A), the Yellow squadron (by the letter B), the Blue squadron (by the letter C) and the Green squadron (by the letter D); in February 1945, Yellow squadron ceased to exist because of the low number of pilots belonging to the group.

Pilots of the 1st BFS made attacks against refineries, bridges, railways, plants and warehouses, It also participated with the Brazilian Expeditionary Force providing support in battles, including the Battle of Monte Castello.

Between November 1944 and April 1945, 48 pilots of the 1st BFS carried out war missions, a total of 22 losses occurred; five of the pilots were killed by anti-aircraft fire, eight had their planes shot down and bailed out over enemy territory, six had to give up flying operations on medical orders, after suffering nervous breakdowns, and three died in flying accidents.

Pilots shot down and captured were imprisoned at the Nuremberg Concentration

Camp and Stalag VII-A. The latter weren't freed until units of George S. Patton arrived at Moosburg an der Isar.

The remains of the brave Brazilian airmen who lost their lives in Italy were buried in the Brazilian Cemetery at Pistoia. Subsequently they were taken to Brazil and they are now in the crypt of the Monument of Dead of the Second World War, in Avenida Beira Mar, in Rio de Janeiro.

The 1st BFS Emblem.

(From the Decal Sheet)
"Ostrich and the Cap". Departing Norfolk Virginia Wednesday 09/02/44, on the "Columbie", ready to fight but missing a group badge. Captain Aviator Fortunato Camara de Oliveira, commander of Blue Squadron and an artist, designed the group badge on board the ship. Revealing it on arrival at Livorno Italy, the athletic figure of the Ostrich that never hid his head from danger.

The group motto: "Senta a Pua!" ("HIT 'EM HARD")

Recognition:

In 1986 the achievements of the 1st Fighter Aviation Group in the Italian Campaign were recognized. The 1st GAVCa became the third unit, that does not belong to the United States Armed Forces, to receive the Presidential Unit Citation, due to the important advances of the Brazilian hunting group in the campaign in Italy. In addition

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