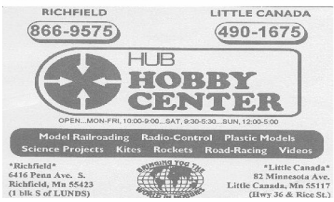


Directions to the Club Meeting Location		
<p>Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.</p> <p>If coming from the western Twin Cities going east on 494:</p> <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> miles toward the Fleming Field airport terminal building. <p>If coming from east Twin Cities on westbound 494:</p> <ul style="list-style-type: none"> 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 <p>The terminal is on the right with parking available.</p>	

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.



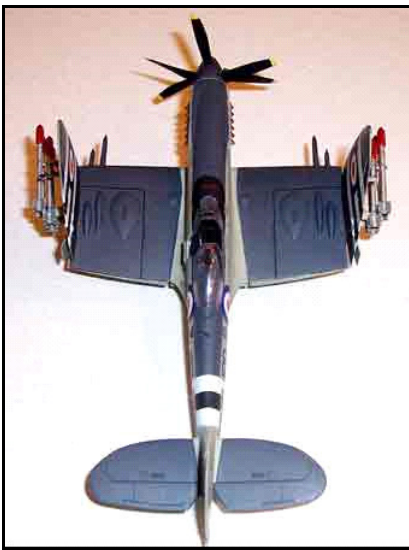

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.

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.

<div> <div>The Aero Historian</div> <div>  </div> </div> <div> Volume 54 Number 8 Website: http://www.aerohistorians.org Fall 2020 </div>		
		
<div>Tamiya 1/48 Scale P-47D</div> <div>by Mark L. Rossmann</div>		
<div>P-47 Bubbletop #2</div> <div>by Mark L. Rossmann</div>	<p>saw use by U.S., British, French, Mexican, Brazilian and Russian air forces.</p> <p>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</p>	<p>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 to many aircraft in a unit and not enough letters, a horizontal bar was drawn under the aircraft code for identification.</p> <p><i>(Continued on page 3)</i></p>

<p>TCAH Officers</p> <p><i>President</i>, Steve Jantscher</p> <p><i>Vice-President</i>, Steve Shaffer</p> <p><i>Secretary</i>, Bob Maderich</p> <p><i>Treasurer</i>, Dennis Strand</p> <p><i>Historian</i>, Merrill Anderson</p>	<p>Vice President's Report by Steve Shaffer</p> <p>It's time once again to say it's time once again for our monthly meeting. We are, of course, still meeting virtually and the Zoom information is below.</p>	<p>Passcode: 621323 Find your local number: https://us02web.zoom.us/j/82532011514?pwd=NDFrZkxHQIRJUUXSS3BCNzRVUyYtVZz09</p> 
<p>Newsletter Info <i>Article Submission Deadline: 22nd of each month</i></p> <p><i>Editor</i> Bob Arko 6417 Rice Court Lino Lakes, MN 55014 651-481-8887 boba@arkokraft.com</p> <p>Send Change of Address Notice to: Dennis Strand</p>	<p>The Zoom session will open at noon for the usual catching up and tall tales. The meeting will start at 1:00pm. Show us your current projects, let us know what you're excited about in the hobby and what you've been reading.</p> <p>I look forward to seeing all of you on Saturday! Steve Shaffer 651/324-0636</p>	<p>Treasurer's Reports by Dennis Strand</p> <p>August 2020 This month the club received a generous donation of \$75.00 from the estate of Ken Jensen who passed away in late February of this year. He was a "life" member and specialized in building fantastic balsa wood and tissue models of 1930's racing planes. TCAH was important to him and it was nice of his son, David, to send along this check.</p>
<p>TCAH This Month</p> <p>The monthly meeting will be held on line November 14 beginning at 1:00 pm. Come early.</p> <p>Zoom meeting details will be emailed to the membership, or posted on the club website, or just included in the next column.</p>  	<p>Join Zoom Meeting https://us02web.zoom.us/j/82532011514?pwd=NDFrZkxHQIRJUUXSS3BCNzRVUyYtVZz09</p> <p>Meeting ID: 825 3201 1514 Passcode: 621323 One tap mobile +13126266799,,82532011514#,,0#,,621323# US (Chicago) +19294362866,,82532011514#,,0#,,621323# US (New York)</p> <p>Dial by your location +1 312 626 6799 US (Chicago) +1 929 436 2866 US (New York) +1 301 715 8592 US (Washington D.C) +1 346 248 7799 US (Houston) +1 669 900 6833 US (San Jose) +1 253 215 8782 US (Tacoma) Meeting ID: 825 3201 1514</p>	<p>We had no expenses during the last 30 days, so as of this writing (7/13/2020), our cash reserves are \$5138.22. Be well and stay safe.</p> <p>September 2020 Hello everyone. As I write this report (8/12/2020), there has been no financial activity regarding our club during the last 30 days. The TCAH account remains at \$5138.22. From this point toward the foreseeable future, I will only submit a treasury report if there is a revenue or expense recorded. Be well and build models.</p> <p>October 2020 We had some limited financial activity this month. The club incurred a \$179.50 expense in order to continue to post our website. There were no expenses during this time. The TCAH account stands at \$4958.72. Be well and build models.</p> 



(Continued from page 3)

Model: Tamiya 1/48th, AeroMaster Decals – 48-083 Thunderbolts Galore II
Fin Filet from Hasegawa kit.

ETO:

Aircraft: “Miss Fire / Rozzie Geth II”, P-47D-28-RA, (42-226628) – Unknown disposition

Unit: 8th AF: 62nd FS / 56th FG, Halesworth England fall 1944.

Pilot: Col. Fred J. Christensen, 21.5 kills using 5 different P-47's, making him the 20th ranking U.S. ace of WWII for all aircraft types. On July 6th 1944, he became an “Ace in a Day” when he shot down six JU-

52 transports over Gardelegen Airfield.

Model: Tamiya 1/48th, Zotz Decals – ZTZ48/036 Thunderbolt.

****Note:** (“Rozzie Geth” was a diminutive of the name of a college girlfriend, Rosamand Gethro.)

PTO:

Aircraft: “Passionate Patsey”, P-47D-28-RA, (42-29091) – Unknown Disposition

Unit: 5th AF: 310th FS / 58th FG, Luzon, Spring 1945.

Pilot: Lt. Ralph Barnes

Model: Hasegawa 1/48th, Kagero decals from SMI Library book.

Paint:

Tamiya sprays: AS-6 Olive Drab, TS-30 Silver, TS-86 Pure Red, TS-29 Gloss

Black, TS-47 Chrome Yellow, TS-34 Camel Yellow.

Testers Sprays: Flat White, Blue, Gloss Competition Orange.

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



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 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.

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 Ninth was subject to the same markings and paint schemes as the Eighth A.F.

Stationed in England then on the continent, it helped prepare for the assault on Normandy, building its FG with mostly P-47's and some units with P-51's and P-38's, supported operations on the beach in Jun 1944, and took part in the drive that carried the Allies across France and culminated in victory over Germany in May 1945. The Ninth was inactivated in Germany on 2 Dec 1945.

PTO:

The FEAF headquarters moved to Australia and was reorganized and redesignated **5 Air Force** on 5 February 1942. It was re-staffed at Brisbane, Australia on 18 September 1942 and placed under the command of Major General George Kenny. The 5th had responsibilities for the southwest and central Pacific. The 348th FG was the first 5th Air Force P-47 unit to see action, in New Guinea, in June of 1943. The 58th FG became operational in February 1944. The P-38 was the preferred fighter with 2 engines, giving pilots a sense of security on long flights over the ocean, however, the P-47 was issued because of the short supply of P-38's and by the early 1944 General Kenny, commander of the 5th, had no less than 11 Thunderbolt squadrons available.

The new United States Far East Air Forces (FEAF) was

created on August 3, 1944, containing the 5th, 13th and 7th Air Forces.

5th AF Thunderbolt pilots scored many victories in the air, to the likes of four Betty bombers on December 26, 1943 by Lt. Lawrence O'Neill and Maj. William Dunham's 16 victories all in P-47's, except #16. The last unit to retain the P-47 was the 58th FG, the remaining converting to P-51's or P-38's, it was bolstered by a squadron of Mexican P-47's in May 1945. The 58th fought in the battle for Luzon and in July the 5th AF moved to Okinawa flying ground target missions against Formosa and Kyushu until the end of the war.

The Fifth Air Force had an unmatched record of 3,445 aerial victories and the nation's two top fighter aces Major Richard Bong and Major Thomas McGuire, flying P-38's.

The Fifth Air Force relocated to Irumagawa Air Base, Japan, about September 25, 1945 as part of the Allied Occupational Forces and remained in Japan until December, 1 1950.

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: “Stinky”, P-47D-30-RE, (44-33418) – Unknown disposition

Unit: 9th AF: 365th FS / 358th FG, Base Y-59, Sandhofen, Germany May 1945.

Pilot: Lt. Don Volkmer

(Continued on page 6)

