

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.

Monthly Themes 2024

April-Club Auction. (Bring all your stuff you don't want anymore)

May-Ugly subjects (you are left to your own opinions here!)

June-The Golden Age (subjects between the wars) (1920-1940)

July-Modern Military subjects (1991-present)

August- World War One subjects

September- Sci fi and real space

October- modeling 'disasters' (again, you decide what that is for you)

November- A "Silk Purse" from a "Sows Ear" (a build from a notoriously bad kit)

December- our annual "White Elephant" kit exchange



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Aero Master and Monogram Models. I had the honor to know Norris only by e-mail, for almost 2 years, before his passing. He always responded to my inquires about P-47s, provided tips and references. I purchased directly from him all of his P-47 sets, only produced in 1/48th scale, printed by Cartograph. I had the unique distinction of receiving pics of his last Burma Banshee decals when they arrived at his house, in May of 2022. He asked I not share them until they were for sale.

Please see this link for his Memoriam by James Hohenzy:
<https://thundercals.com/in-memoriam-norris-graser/>



The Aero Historian



Volume 57 Number 4

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

April 2024



Tamiya P-47D Razorback
by Mark L. Rossmann

Burma Banshee's - 80th FG P-47 Razorback

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.

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.

80th FG History

On February 9, 1942, the 80th was activated at Selfridge Field, Michigan, with the 88th, 89th, and 90th Pursuit Squadrons, July of 1942, the name change to Fighter Group was made. By 1943 they were

ready for combat after training in the P-47 Thunderbolt and later in the Curtis P-40.

On May 10 1943, the 80th headed for Karachi India and October 1943 a fourth squadron, the 459th, was formed with P-38Hs and assigned to the Chittagong area near Calcutta.

Then established a base in the Assam Valley just outside of northern Burma. The 80ths early prime mission was to escort and conduct combat air patrols for the cargo airlift to Kunming, China, the forgotten campaign

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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

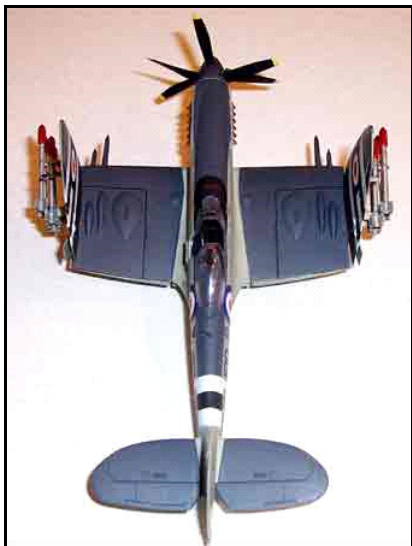
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Bob Arko
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Send Change of Address Notice to:
 Dennis Strand

TCAH This Month

AUCTION!

The monthly meeting will be held Saturday April 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address
 by Mark Copeland

I am very pleased to report that we have reached the 75 member mark at last month's meeting! We have not had that many club members in a very long time!

It is good to see new names being added to our roster!! A very hardy welcome to all of our new members, we are very pleased to have you as a member of the **Twin City Aero Historians!**

Steve Husted and I just returned from a long journey to Hamilton, Ontario where we attended **Heritage Con 16** that was held at the **Canadian Warplane Heritage Museum**. This annual show has come to be known as the "unofficial" IPMS Canadian Nationals. The event was held inside the actual Museum, so you are in the shadows of their fabulous collection of vintage aircraft, including, one of only two flyable Avro Lancasters in the world. Almost 800 models were entered in the competition and our own Steve Hustad took awards in every category he entered and also was awarded Best Aircraft and Judge's Best in Show.

At our April meeting, our annual club auction will be held. This popular event is our biggest single fund raiser for the year. Unfortunately, I won't be able to join you all due to a work commitment. The meeting will be led by Vice President, Steve Hustad and the auction will be skillfully run by Secretary Bob Maderich.

Bring whatever you can to donate to the auction. Model kits, decals, books, artwork or anything that is related to aviation or modeling. Remember

that all the proceeds go into the club coffers!

On Saturday, April 27th we will make a trek west to the **Fagen Fighter Museum** in Granite Falls, Minnesota. So far we have 12 members signed up that are interested in going. We will send the sign-up sheet around at the April meeting for anyone else that wants to join in the party. I will be happy to volunteer to drive and I can take up to six. If anyone else would like to volunteer to drive, please let me know. I will email everyone with the details, times, etc. a week or so before

we go. Admission to the Museum is \$10.00 each (pay individually) and we will make a lunch stop on the way home that should be nothing over \$15.00 or so. The Museum just completed erecting an additional hanger to house their amazing collection. They have also just acquired a Republic P-47D Thunderbolt and their ongoing restoration of the Curtiss SB2C Helldiver is swiftly progressing. It will be a fun day together so join the other "airplane geeks" and come on along.

To get more information, check out the Museum's website at:

h t t p s : / / w w w . fagenfighterswwiimuseum.org

Lastly, I want to thank everyone for completing our club survey and returning it to us. It really helps out to make some positive changes to the club meeting format and our outside activities. We will be publishing some results in our May newsletter.

Remember to be generous to the club and to bring your
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On The Table—March 2024

Modeler	Kit	Manufacturer	Scale
Steve Jantscher	QF-4N	Tamiya	1/48
Tom Crayne	M40	AFV Club	1/35
Noel Allard	Fairey Hendon		
	D.H. Rapide Moth	Both Scratchbuilt	Both 1/72
Bernie Kugel	F-117	Testors	1/32
	P-51b	Revell	1/32
	Mitsubishi Zero	Hasegawa	1/32
Dave Perzel	F-111C	Academy	1/48
Steve Hustad	ME-262	Academy	1/72
Steve Erikson	M13/40	Tamiya	1/35
	M43 'Toldi'	Hobby Boss	1/35
	Kittyhawk MKIII	Hasegawa	1/48
Harold Parsons	Ferrari 310b	Tamiya	1/20
	Lynx HMA.8	Airfix	1/48
	Merlin HC3	Airfix	1/48
Steve Rewey	F-14a book		
Ed Vigilante	HS-125	Airfix	1/72
Dennis Strand	Vultee Vengeance	AZ models	1/48
	Wirraway	Monogram	1/48
	Boomerang	LTD	1/48
Chris Siembeck	M-41	Tamiya	1/35
	SU-22	Hobbycraft	1/72
	Star Wars U Wing	Revell	1/72
Don Stauffer	Dragon Rapide	Heller	1/72
	DH-2	Roden	1/32
Bob Ferreira	MIG-15	Airfix	1/72
Dave Heffernan	Sea Hornet	Trumpeter	1/48
Bill Read	VW Bug (in progress)	Tamiya plus 3-D parts	1/24
John Munoz	EMD SD-60 rail car	Life-like	HO (1/87)
Bob Maderich	Bentley Blower (1930)	Heller	1/24
	Triumph TR-2	Gunze Sanyo	1/24
	WWI MK IV tank	Masterbox	1/72
	Rolls Royce Armored Car	Meng	1/35
	Gloster Meteor	DML	1/72
	Spitfire MKI	Airfix	1/72

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Model

This is a Tamiya P-47 Razorback, all are aware of the high quality that this kit encompasses. The build took about 3 weeks. The cowling was not attached so the painting was much easier to accomplish the red, white and blue squadron colors. The only problem can be getting the wheels in the proper position to the axel.

Decal positioning for the head has a drawing on how to align the skull lines from the cowling to the main body.

Aircraft:

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

Aircraft: "00" – 'Butter Bean II', P-47D-23-RA, 227454 – Unknown Disposition,

Unit: 80th FG, Tenth AF, Myitkyina Burma, Feb. 1945.

Pilot: Col. Snyder D Grubbs – CO 80th FG, February

thru April 1945.

Model: Tamiya #86; P-47D Razorback 1/48th

Decals: THUNDER CALS - 48007, Burma Banshees

Paint:

Tamiya sprays: TS-17 Aluminum, TS-15 Blue, TS-27 – Pure White, TS-28 Olive Drab 2, TS-86 Pure Red, AS-20 Insignia White

Tru-color Spray paint: TCP-4015 Gloss Dark Blue for the wing stripes.

(photos make it look black)

Conclusion:

This is Tamiya. Pay attention to the alignment of the wheels to the axel. Can have flaps down or up, up position seems to be a bit more challenging to fit into the wing. The underwing identification lights need to be carefully cut through the decal for visibility. I do like how Hasegawa provides three different lenses to paint and can be inserted after the decaling is completed.

THUNDER CALS are top of the line with detail information. These last ones were done by Cartographs new process. This one contains all you need to build one of the models, will need bar and stars and data from model sheet. All paints went on just fine, the only one is the white where I used and undercoating of AS-20 Insignia White first before using the Pure White, gives a better base to prevent bleed through.

References:

1. Decal Sheet
2. P-47 Thunderbolt with the USAAF in the MTO, Asia and Pacific – SMI Library (Kagero)
3. Armyaircorpnmuseum.org site.
4. Burmabanshees.com

In Memory of Norris Grazer (Passed April 2023)

President and author of McKinstry IPMS Newsletter (Chicago Area), Owner THUNDER CALS / Contributor to P-47 Decals from Super Scale,

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unwanted "stash" items to the April meeting for the auction! Thanks everyone for your continued support!!



Treasurer's Report
by Dennis Strand

This month our expenses consisted of a \$42.49 fee for the continuation of our online domain name and \$50.70 for printing paper to be used for our new March 2024 TCAH Roster.

Happily, we had 3 new club members sign up at the March Meeting. Please welcome William E. Ward, Steve Church and Kevin Rickbeil to the group. This brought in \$45.00 in annual dues. The current club total cash revenue is \$4753.67.

Remember that the annual auction comes up at the April meeting. As you may know, this is a primary funding source for the club. So, dig through your shelf of doom and your bookcase for any overstocked items that you may wish to part with and bring them to the auction. Other modeling paraphernalia or aviation/military art that you may come across would also be totally appropriate. The more the better.

See you there.



(Continued from page 1)

over the 'Hump' of the Himalayas. Also

October 1943 began offensive strikes in northern Burma to protect allied engineers building the Ledo Road. Interdiction missions targeted airfields, supply depots, troop concentrations, and bridges especially on the Burma Railway.

Its motto, "Angels on our Wings," was aptly suited for this calling. The distinctive death's head skull painted on each side of the engine cowling, sent a message that death and destruction was on the way to the Japanese. A belly mounted air siren was sometimes used, which created the 'Banshee Wail, thus the nickname of 'The Burma Banshees'. These markings were a contrast to the shark jaws often seen on Warhawks in U.S. and British service.

Soon missions extended into northern Burma, with offensive strikes to prevent the establishment of enemy bases from which Allied airlift planes might be attacked. Attacks were made from the Myitkyina Airdrome, to reduce Japanese attacks on the Hump cargo planes. It was the only all-weather strip for the defense of Burma from the north.

From February 1944 through May 1944, a Herculean effort was made by the 80th group, to support Merrill's Marauders, Pick's Engineers and Stilwell's composite forces, during their drive down to Myitkyina. Countless dive bombing, (basically flying artillery for the ground forces that had great difficulty negotiating the treacherous Burma jungles with heavy equipment), strafing and napalm attacks were made, many as close as 50 yards from our own troops. A particularly effective deadly weapon, when

dropped on troops in the jungle was a land mine, which created terrific concussion.

Conversion

June 1944 conversion from P-40 to P-47 began, and by July, the 89th began operating P-47s from bases in Assam. Attacking Japanese forces in the Bhamo, Loiwing and Lashio areas, which was not accessible using the P-40's.

Finally, the 80th was the first USAAF fighter group to be stationed in Burma since the Japanese pushed out the Flying Tigers in 1942, at Tingkaw Sakan in August 1944. It had a 4000-foot gravel runway carved out of a 200-foot-high teak forest with temperatures running well above 100 degrees.

In January 1945, it saw full operations from Myitkyina Burma, giving complete air superiority over northern Burma. The 80th had other daily challenges in the form of dense jungles, temperatures sometimes soared to 140 degrees with humidity near 100 percent. Crews worked in swarms of beetles, flies, and gnats. Sleeping required the use of mosquito netting with disease and fungi claiming more troops than opposing enemy fire.

The war ends

By the spring of 1945, targets were becoming scarce as the war was drawing to a close. When the 80th Fighter Group left Myitkyina, they had launched 18,873 planes on 4,719 missions, destroyed more than 200 bridges, 80 enemy planes in the air or on the ground. It received the Distinguished Unit Citation for heroic defense of a critical Indian oil refinery. Shortly after the end of the war in September, the 80th returned to the United States and was deactivated on November 3, 1945.

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