

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

January-TCAH Club Contest

February-Water subjects. (ships, floatplanes, etc)

March-Commonwealth subjects. (British, Aussie, Irish, etc.)

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



The Aero Historian



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

May 2024



Revell Bristol Beaufighter TF Mk X
1/48 Scale
by Mark L. Rossmann

Beaufighter – Post WWII
by Mark L. Rossmann

History:

First flown in July of 1939, the Beaufighter's development was fast paced, the first production aircraft was delivered during the 'Battle of Britain'. The plane was deadly, armed with Hispano 20mm cannon and six Browning 0.303 machine guns.

Night fighter fitted with AI (Air Intercept) Mk IV Radar to combat Luftwaffe night intrusion.

By the end of the war, the Mosquito had replaced the Beaufighter as the RAF's premier night fighter. The final claim, in Europe, occurred with No. 600 Sqn Ldr G B S Coleman a five-kill ace, shooting down 2-night raiding Stuka's in January 1945, that were attacking 8th Army

forward positions. No. 600 Sqn was the top-scoring unit of the war with 180 aerial victories.

The Beaufighter was the primary night-fighter in the Burma theater. The final CBI kill, March 25, 1945, occurred when Flt Offs J I H Forbes and H J Pettridge of No 176 Sqn., shot down a Ki-43 Oscar which crashed into the waters of

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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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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

May Theme — Ugly Subjects

The monthly meeting will be held Saturday May 11, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address
by Mark Copeland

To open this month's remarks, I would like for you all to focus on one single word.

The word is.....
astonishing.

The reason I point this out is that perfectly describes the results of last month's TCAH auction. Our annual March auction netted club coffers, \$1799.00, a new all-time record.

Unfortunately, duty called and was unable to attend the April meeting due to work commitments and being out of the country. I would like to thank Vice President, Steve Hustad for leading the meeting and for facilitating the club auction. Thanks also goes to Bob Maderich for his skilled auctioneering endeavors, Dennis Strand and Marty Agather for keeping the results and collecting the money at the end of the proceedings and to Bernie Kugel for assisting in distributing the auction items.

But most of all, the biggest thanks goes out to all of you for not only being so generous with your donations, but for supporting the auction results, which ultimately supports the coffers of TCAH. Like I said,

simply, **astonishing.**

On Saturday, April 27, 2024 a small group of club members embarked on a club "field trip" to the **Fagen WWII Museum** in Granite Falls, Minnesota. Our group drove to this incredible museum where we were greeted by the owner, Ron Fagen.

We got the opportunity to "go behind the ropes" to view the progress on the Curtiss SB2C Helldiver (now in its 14th year of restoration). We also saw the Grumman F6F-5 Hellcat, "Death and Destruction" with her cowlings off for winter maintenance.

For me, the highpoint of the visit was seeing the beautiful restoration of the Republic P-47D Thunderbolt, the Museum's latest acquisition. The "Jug" was recently restored in the markings of "**Chief Ski-U-Mah II**" which was flown by native Minnesotan, Lt. Duane E. Buholtz of the 509th Fighter Squadron – 405th Fighter Group in the Ninth Air Force during WWII. As I walked into the hanger and saw the Thunderbolt for the first time, a lump swelled in my throat. I thought of our former TCAH Member, Duane Buholtz. Duane was a proud member of the club back in the early to mid-1990s.

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Republic P-47D-25 Thunderbolt - #42-27316 – "Chief Ski-U-Mah II" – Pilot: 1st Lt. Duane Buholtz



Cheduba Straight to the west of Ramree Island. It was Forbes first and only kill of the war.

The Beau, or Whispering Death, coined by the Japanese, was quiet because of the Hercules engine sleeve valves. These lacked the noisy valve gear common in poppet valved engines, reducing noise levels in the front of the engine

In all, 5,564 were produced in Britain, the last in September of 1945. Another 365 Mark 21 variants were built in Australia, with the last in 1946.

Post War

The last RAF Beau flight was at RAF Seletar in Singapore in 1960. Other users were Turkey, Dominican Republic, Portugal and briefly by Israel.

After WWII, No. 45 Sqn, replaced their Mosquitos with the TF Mk.X Beau before deploying to Ceylon. In August 1948, they moved to Kuala Lumpur in to support operation 'Firedog', which was the RAF's contribution to the British involvement in the Malayan Emergency from 1948 to 1960. During WWII Britain supplied Malayan insurgents to resist the Japanese. After the war all insurgents laid down their arms except for the Malayan Races Liberation Army (MLRA), of course a communist organization.

By 1949, Hawker Tempest, Beaufighter, Spitfire FR18 and Avro Lincoln bombers were the mainstay of aircraft. In 1955 the Canberra B.6 was deployed for about 6 months. The ceasefire was announced in January of 1960.

This aircraft represents a TF Mk.X; RD816, "OB.D", of 45 Squadron, RAF. Deployed for

'Operation Firedog' Malaya 1948.

Kit

This is the Revell Beaufighter TF Mk.X, in 1/48. First time building a Beau, so no reference to the Tamiya kit. Opening you will find the standard solid plastic with no flash, the engraved lines were relatively soft. Interior is adequate as the canopy is closed and detail cannot be seen; such as the connecting bulkhead to the pilot from the rear.

The engine has 3 parts for the cowling, which could easily be 1, it was challenging to keep them in place. Dry fit, attach one let it dry before next is added.

The most difficult was the 4-piece landing gear, you have to be really careful assembling, it can easily be bent out of shape, or broken. Insertion into the wheel wells is also challenging as they are not solid and hard to keep straight. The nose cone needs to be carefully fitted and then filled, the kit offers two tail styles, the fin file for the Mk.X is what was used for this specific aircraft, much like the P-51D and P-47D, were fitted to prevent tail flutter.

The rocket launch rails were not supplied with the kit, so I used a Monogram Hurricane kit rocket rails.

Paint:

Tamiya spray;
AS-10 RAF Ocean Grey
AS-11 RAF Dark Green
Model Master spray;
No. 1920 Intermediate Blue

Decals;

Freightdog FSD48-007 "RAF Over Malaya 1948 – 1955
See review by Scott Van Aken

<https://modelingmadness.com/scott/decals/freightdog/fsd48007.htm>

References:

1. Kit Instructions
2. FREIGHTDOG Decals FSD48-007
3. Web Site:
https://en.wikipedia.org/wiki/Malayan_Emergency



Treasurer's Report

by Dennis Strand

This was a busy month as far as TCAH finances go. John Roll arranged for us to sponsor two awards for the IPMS Nationals at Madison, Wisconsin this year. This cost was \$120.00. We had a member pay annual dues for \$15.00. A shout out goes to Joshua Barney who donated \$5.00 to the club and to our president, Mark Copeland, who made a \$30.00 donation.

The big news, of course, is our profit at the April Auction. The final amount came to \$1779.00. Thanks to everyone who took part, especially our auctioneers, Bob Maderich and Steve Hustad, as well as Bernie Kugel and Marty Agather, the bean counter. Marty keeps records of the more recent auctions and it looks like we have set a record.

Our cash assets have jumped to \$6417.67. Take care and see you at the May meeting.



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Lt. Buholtz was a guest at one of our early-1990s TCAH meetings where he addressed our group as a speaker and

so enthusiastic with our group, he joined the club!!

Duane passed away in May of 1998, but his memory and his

Our next TCAH "field trip" will likely be this summer where we are looking at a one-day visit to the **Richard I. Bong Veterans Museum** in Superior, Wisconsin



Republic P-47D-30 Thunderbolt – Fagen Fighter Museum – Granite Falls, Minnesota

shared stories of his flying days during WWII. I still remember it very well, because it was absolutely captivating. He was

committed service to our country flies on today in of all places, Granite Falls, Minnesota.

and a visit to the grave of America's "Ace of Aces," Richard Bong. We will keep you all updated.



1st Lt. Duane Buholtz – WWII



TCAH Member Duane Buholtz

Lastly, the 2024 IPMS Nationals are slowly drawing ever closer. If you have never gone to an IPMS National Convention, don't miss this opportunity. Madison, Wisconsin – July 17-21st, 2024.

See you all at the May meeting!! Thanks everyone!!



