

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



Volume 57 Number 8

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

August 2024



Tamiya P-51B Mustang
1/48 Scale
by Mark L. Rossmann

Tamiya P-51B
 352nd Fighter Group
by Mark L. Rossmann

History

The 352nd Fighter Group was a unit of the Eighth Air Force that was located in the European Theater of Operations during World War II.

The unit served as bomber escort, counter-air patrols, and attacking ground targets. It initially flew P-47 Thunderbolt aircraft before converting to P-51 Mustang in April 1944. The group was located at RAF Bodney England, for the majority of its service.

The group was assigned to

the 67th Fighter Wing in October 1943, attached to the 1st Bombardment Division in September 1944 and further attached to IX Tactical Air Command in December 1944.

There were no group markings in the P-47 era. On the camouflaged P-51s, a bright blue
(Continued on page 3)

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

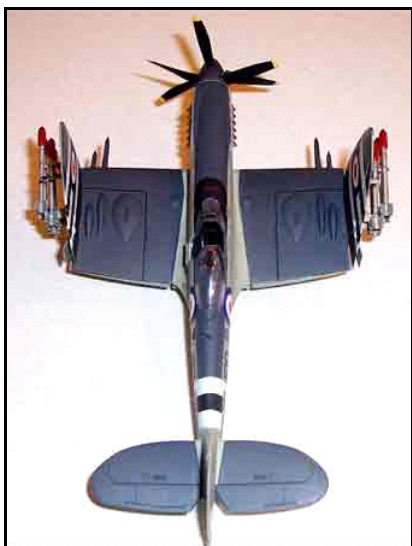
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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

August Theme — World War
One subjects

The monthly meeting will be held Saturday August 10, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address by Mark Copeland

Hello Everyone!! Well the **2024 IPMS National Convention**, that was held in Madison, Wisconsin, is now in the rear view mirror. The event most certainly didn't disappoint by any stretch of the imagination. Personally, I ate too much, drank too much and spent far too much money, *so it was a perfect National convention!!*

The **Mad-City Modelers**, the host IPMS club in Madison, did an outstanding job and truly ran a first-class event. The vendor rooms didn't disappoint with lots of goodies to be had. The contest room was amazing with almost 3000 models entered. The **Twin City Aero Historians** came in force and did exceptionally well placing in the contest, despite the tough competition.

These are our TCAH Award winning members:

Tom Crayne
Erik Zabel
John Roll
Steve Hustad
Robert Maderich
Harold Parsons

It was also great to see some old TCAH members at the show. I ran into Mark Krumrey and Bob Steinbrunn as I roamed through the contest room. It was great to see those guys and they are both doing quite well.

It was also fun to see the reaction of the IPMS Nationals first-timers such as Steve Rewey, Jay Murzyn, Dave Prettyman and Randy Koivisto. I think they were all blown away by the size and grandeur of the event.

During the weekend, our own Steve Hustad did an excellent seminar on **Building 1/72 Aircraft Dioramas** to a full packed house. It was standing room only for Steve's superb presentation which ended in thunderous applause by those who attended.

The "Nats" was a four-day "piece of modeling heaven" and a great time to celebrate the hobby and the incredible community that comes with it. Next year is Hampton Roads, Virginia for 2025 and for 2026 the location will be Fort Wayne, Indiana.

A big thank you goes to Ken Hornby for volunteering to helping out the Cuden family in the disposal of Frank's collection in Albert Lea. Ken made two trips to Albert Lea in the latter part of July to meet with Frank's daughter, Brook Cuden. Ken spent a considerable amount of time going through everything with her and managed to bring back about 40 of his built-up models which we plan on displaying in our club cabinet at Fleming Field FBO. Ken, thank you for all your effort in honoring our late member and friend, Frank Cuden and for helping out his family dispose of his collection.

I look forward to seeing everyone at the August meeting!!





was painted on the spinner and nose, later across the anti-glare panel. Dark Blue was on uncamouflaged P-51s, with unit color on the rudder. Blue for 487th, yellow for 486th, red for 328th. Because of this distinctive blue nose, they earned the nickname the "Blue-Nosed Bastards of Bodney".

Group scored 519 kills with the loss of 118. It also had the two highest scoring Mustang aces in the theater: George Preddy 23.83 Mustang kills out of his 26.83, John Meyer 21 Mustang kills out of his 24.

Model

This is a Tamiya P-51B, #92216, the kit is the best on the market. As of this writing Eduard is releasing a "B" version, so I don't have a comparison. The engine detail is non-existent but aftermarket products can be found if you choose to display it with open engine cover. The flaps are positionable in the up or lowered position, control surfaces are all molded in place. The cockpit is well done and it can be displayed with an open or closed canopy. Kit comes with a positionable pilot figure and standing officer.

Tamiya provides two options: 1) Framework canopy, full D-Day stripes, striped antenna June 1944, 2) Malcolm Hood and under-fuselage D-Day strips August 1944. There are also some smaller decal changes, be mindful on the version you are building. You can lay the antenna flat and wrap the stripe around it, then attach it to the plane.

D-Day stripes

I don't like to use the full D-Day stripe decal, what I do is: 1)

Complete the painting of the silver on the model. 2) Tape off the exterior white boundary area of the wings and fuselage. 3) Spray Tamiya AS-20 Insignia White. Let dry 2 hours or more, then spray TS-26 Pure White. 4) Let dry for 24 hours, then completely mask over the white areas. Finish spraying the rest of the model. 5) Decal the plane. I take a sharp-edged knife; new blade is best. Using a straight edge, I cut out the black stripes. Then lay them down on the white areas and adjust. I like this best as it prevents my klutziness of taping the black stripes and painting. I invariably don't get the stripes in the right spacing and size.

For an OD aircraft I do the opposite paint the white first, mask it off, then paint the OD over Grey color and rest of model. Boundary lines demarked much better and no bleed through of the primary color.

In addition, Tamiya provides the frame masks and mask for the blue nose outline.

Overall, this makes a remarkably nice D-Day striped Blue Noser and recommend this kit. I also used the jeep from the Tamiya P-47 kit, also in P-51 kit, makes a nice supporting piece for the model.

Aircraft:

Aircraft: 'Snoots Sniper', P-51B-10-NA, 42-106703 - Disposition Unknown.

Unit: 328th FS / 352nd FG. RAF Bodney England - June 1944.

Pilot: Lt. Francis W. Horne - 5.5 arial kills, 1 probable, 1 strafing

Crew chief S/Sgt. Arthur C 'Snoot' Snyder has a barber pole logo on aircraft that he

serviced, denoting that he was also the squadron

barber.

Model: Tamiya 92216; P-51B

Decals: Kit

Paint:

Tamiya sprays: AS-20 Insignia White, TS-27 - Pure White, TS-15 Blue, TS-30 Silver Leaf

References:

1. Decal Sheet
2. Fine Scale Modeler Books - American Fighters over Europe
3. Osprey Aircraft of the Aces - #1 "Mustang Aces of the Eight Air Force" (1994)
4. Website: <https://valor.militarytimes.com/hero/27885>

Respectfully,
Mark L. Rossmann

In memory of Frank Cuden.



Treasurer's Report

by Dennis Strand

This month there was \$200.00 issued to finance supplies needed to prepare Frank Cuden's models and accessories to be transported from his house. Ken Hornby and Johannes Allert are going to be in charge of setting up a plan. A big thank you goes out to you two guys, but I am sure more help from club members will be required. There also may be additional costs in the future. It is all for a good cause and there are potential benefits for TCAH.

There were no revenues in the last 30 days. Our current club balance is \$6157.67



