

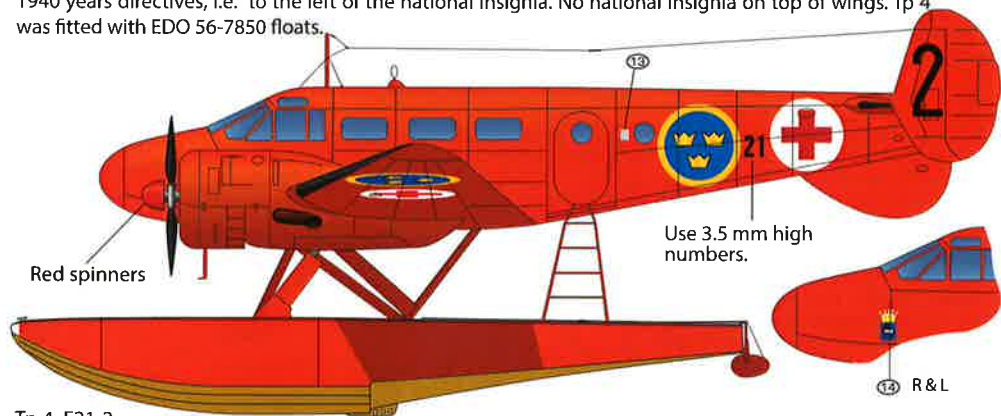


# Tp 4 Beech 18 S

## Tp 45 Beech 18R



Tp 4A 45002, F2 - 02, Hägernäs. After service at Staff Division at F8 (with code 8 - 02, black leading Tp 4, F4 Frösön, Kungsgårdsviken. The wing number on the right side was probably marked according to 1940 years directives, i.e. to the left of the national insignia. No national insignia on top of wings. Tp 4 was fitted with EDO 56-7850 floats.



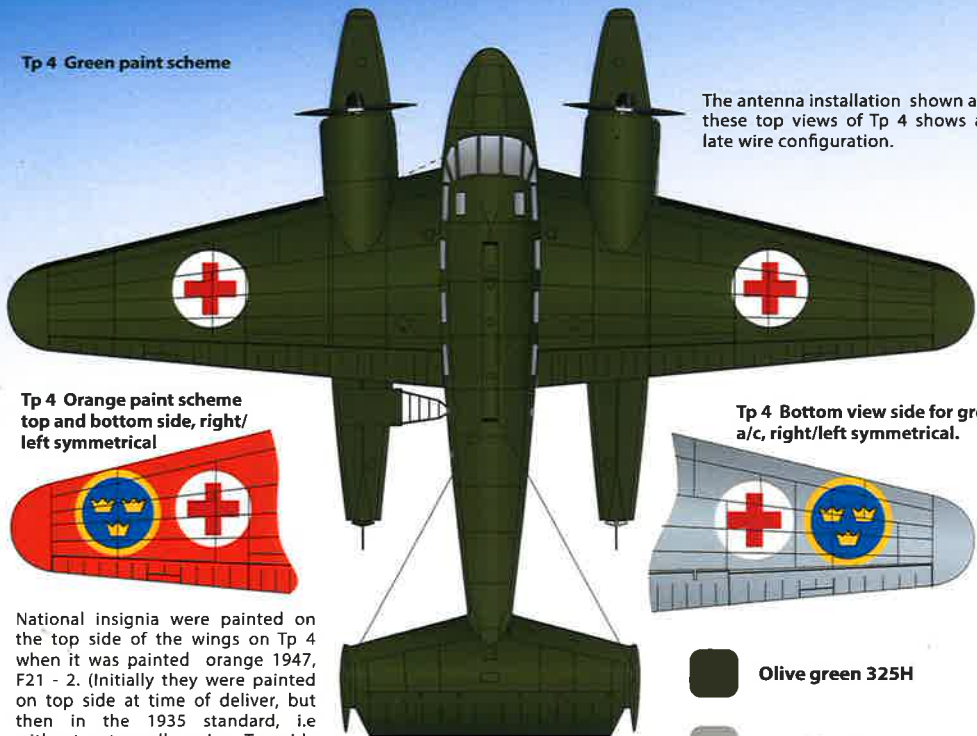
Tp 4, F21-2

Kallax. Painted in Orange 325M according to the revision of markings drawing, on March 11, mars 1947).



Tp 45 45001, 01 - F 8 Barkarby 1948. Used by Commander wing for VIP and staff transports. Scrapped on March 15 1956, after logging 1693 flight hours.decal (16).

**Tp 4 Green paint scheme**



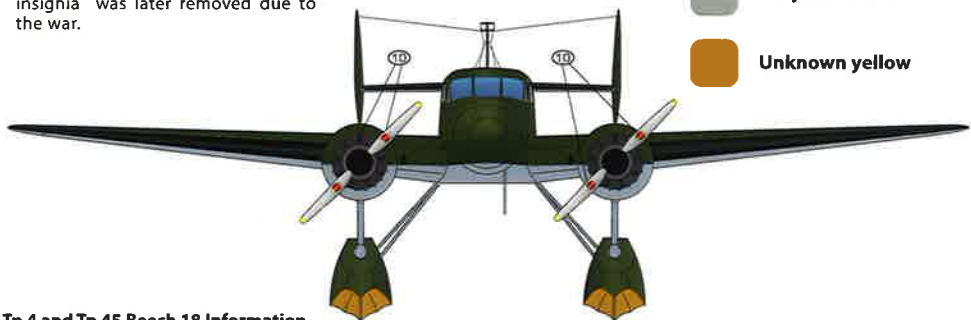
The antenna installation shown at these top views of Tp 4 shows a late wire configuration.

**Tp 4 Orange paint scheme top and bottom side, right/left symmetrical**



National insignia were painted on the top side of the wings on Tp 4 when it was painted orange 1947, F21 - 2. (Initially they were painted on top side at time of deliver, but then in the 1935 standard, i.e without outer yellow ring. Top side insignia was later removed due to the war.

**Tp 4 Bottom view side for green a/c, right/left symmetrical.**



- Olive green 325H
- Grey blue 058H
- Unknown yellow

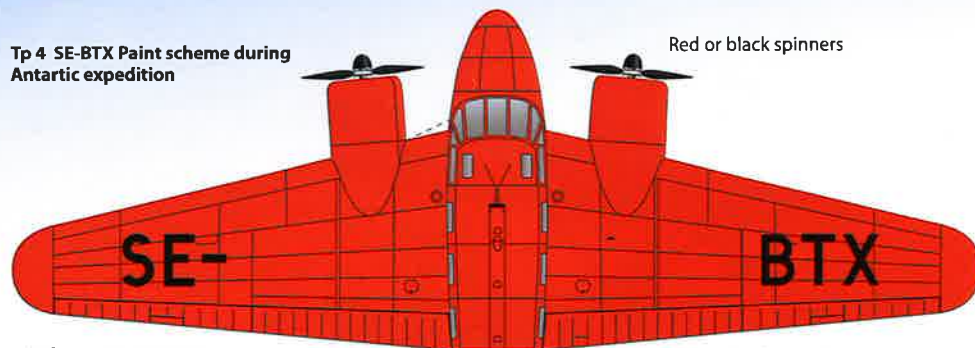
**Tp 4 and Tp 45 Beech 18 Information**

The Tp 4 was a Beech 18R purchased in March 1940. Shipped to Gothenburg, it was assembled at Götaverken and based at F4 Frösön as air ambulance number 7 on 4th of April. Later marked 4 - 72, this a/c was transferred to F21 Kallax in December 1941 and a few years later it was painted orange. Towards end of 1951, Tp 4 got the civil registration SE-BTX and was used for a Swedish - Norwegian expedition to the Antarctic. The expedition arrived at the Antarctic (by ship from Gothenburg) on 23rd of December 1951. BTX returned to the Canary islands by ship on 24 February 1952, together with its sister a/c, a Saab 91 Safr SE-BTY, and both were flown home. The Tp 4 later returned to F4 (but still belonged to F21) where it went through a major maintenance overhaul. On January 9, 1953, the a/c crashed due to technical problem during a check flight between the base and the sea base station at F4. Sadly, the pilot Knut Gunnerfeldt died.

Tp 45 and Tp 45A (45001 and 45002) were two Beech 18S and were bought in 1948 as the Swedish Air Force bought P-51D Mustangs from surplus stores. The American designations were C-45A (Tp 45) and C-45B (Tp 45A), respectively. The most significant difference between Tp 4 and Tp 45 was the engines, which were Wright Whirlwind R975E3 and P&W Junior, respectively. (The cowlings don't seem to differ much, though.) The Tp 45 also had a larger emergency hatch at the rear right section of the cabin, compared with the Tp 4.

There were also some slight differences between 45001 and 45002, 45001 could take seven passengers while 45002 could take eight. Moreover, 45002 had a later stronger landing gear and the difference can easily be seen as the rims have a larger diameter on the reinforced landing gear. 45002 also had a covered roof cupola and a round plate right behind the cockpit section, while 45001 had an ADF antenna which 45002 didn't have.

**Tp 4 SE-BTX Paint scheme during Antarctic expedition**



**Information SE-BTX**

Before the Antarctic expedition, the a/c standard navigation equipment was complemented with a radio compass, a sun compass and an astro compass at the pilot's station. A radio altimeter and a drift sight\* were also installed. The antennas were mounted at the place for the wing lights since these were not needed as the aircraft would operate during midnight sun. The baggage compartment had a custom made bottom plate installed in order to facilitate oblique image photography. The camera used was a Zeiss RMK21 and two holes were made on each side of the fuselage. Furthermore, the a/c was fitted with a 10 channel UK radio and to extend the range, a 300 liter fuel tank was installed in the cabin.

Red or black spinners

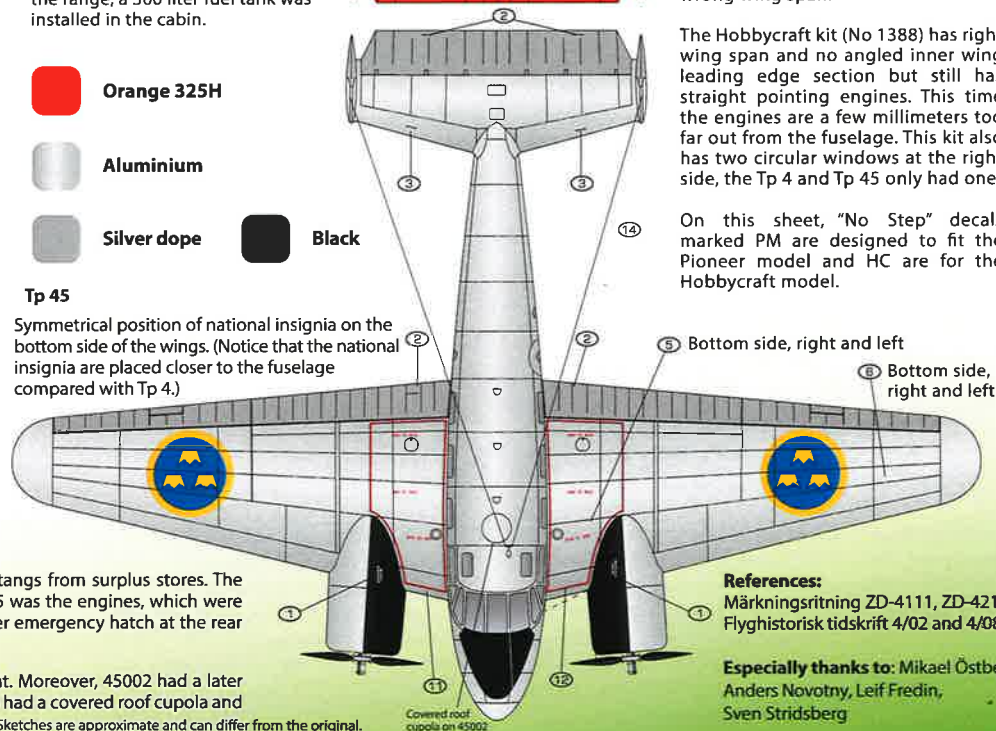
**Model information**

The Pioneer/PM Modell/Encore kit is a mix (or compromise) regarding which Beech 18 version it represents. The leading edge of the wing has an angled inner section which is correct for a/c manufactured after 1945 (dashed line in top profile), but these had long engine nacelles and the kit does not. Furthermore, the nacelles are placed a few millimeters too close to the fuselage and do not have the proper yaw angle of 4 degrees (to compensate for drift if one engine broke). The kit also lacks the roof windows in the cockpit and has the wrong wing span.

- Orange 325H
- Aluminium
- Silver dope
- Black

**Tp 45**

Symmetrical position of national insignia on the bottom side of the wings. (Notice that the national insignia are placed closer to the fuselage compared with Tp 4.)



The Hobbycraft kit (No 1388) has right wing span and no angled inner wing leading edge section but still has straight pointing engines. This time the engines are a few millimeters too far out from the fuselage. This kit also has two circular windows at the right side, the Tp 4 and Tp 45 only had one.

On this sheet, "No Step" decals marked PM are designed to fit the Pioneer model and HC are for the Hobbycraft model.

**References:**

Märkningsritning ZD-4111, ZD-4219  
Flyghistorisk tidskrift 4/02 and 4/08

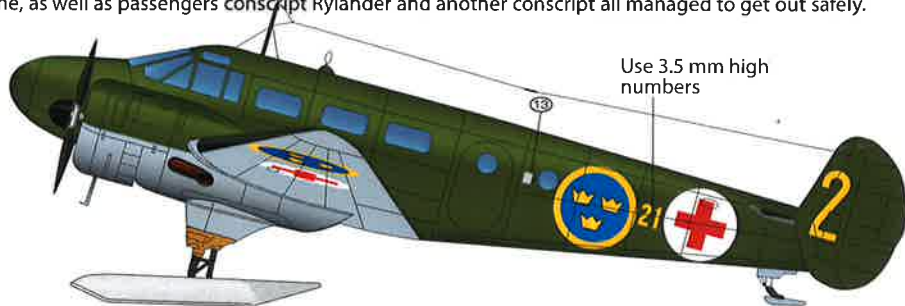
**Especially thanks to:** Mikael Östberg,  
Anders Novotny, Leif Fredin,  
Sven Stridsberg

Sketches are approximate and can differ from the original.

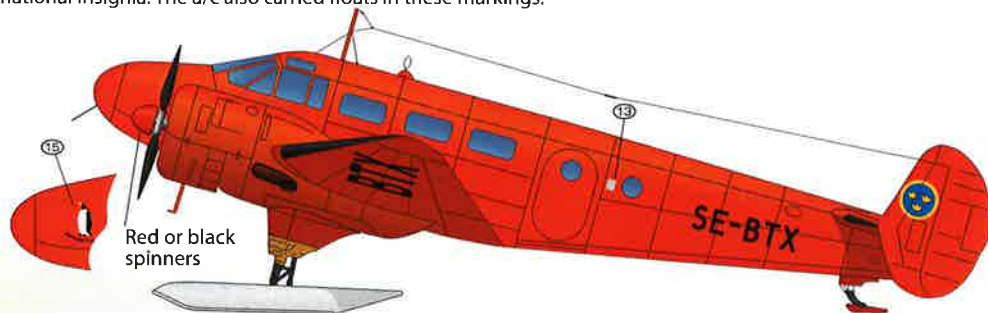




Tp 45A 45002, F2 – 02, Hägernäs. After service at Staff Division at F8 (with code 8 – 02, black leading edges and yellow-black-yellow propeller tips) this a/c transferred to F2 1956. Scrapped after a crash at stora Värtan 11 of August 1958, after a total of 311 flight hours The crew of "Kokos" Hansson and Sgt Jörgne, as well as passengers conscript Rylander and another conscript all managed to get out safely.



Tp 4, F21 - 2, Kallax. Although new markings have been applied in accordance with drawing revision of 1945, it doesn't seem they followed the new standard completely since top of the wings are still without national insignia. The a/c also carried floats in these markings.



Tp 4 with civilian registration for the Antarctic expedition 1951-52. The aircraft got a penguin applied to the left side of the nose at an unknown time during the return journey - maybe at the stop at the Canary islands where the propellers were changed. The skis were of the same type that Swedish J 11 (Fiat C.R. 42) and B 5, (Northrop A 8A) were fitted with. The skis were painted in silver dope and the lower part of the landing gear had a canvas cover. The Tp 91A (Saab 91A Safir) that was accompanying the Tp 4 got penguins painted on both sides of the nose. It's unknown if the Tp 4 also had the bird painted on the right side, but a second penguin is provided for the right side, decal (16).