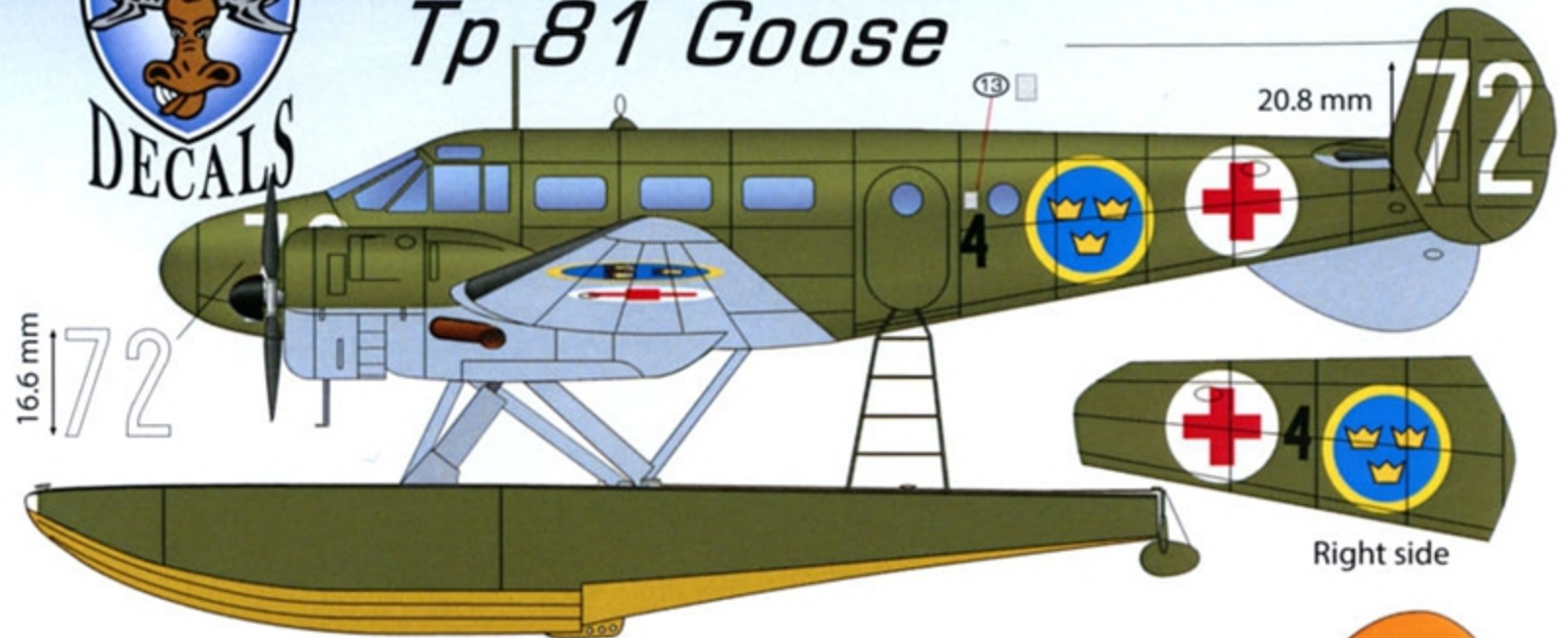


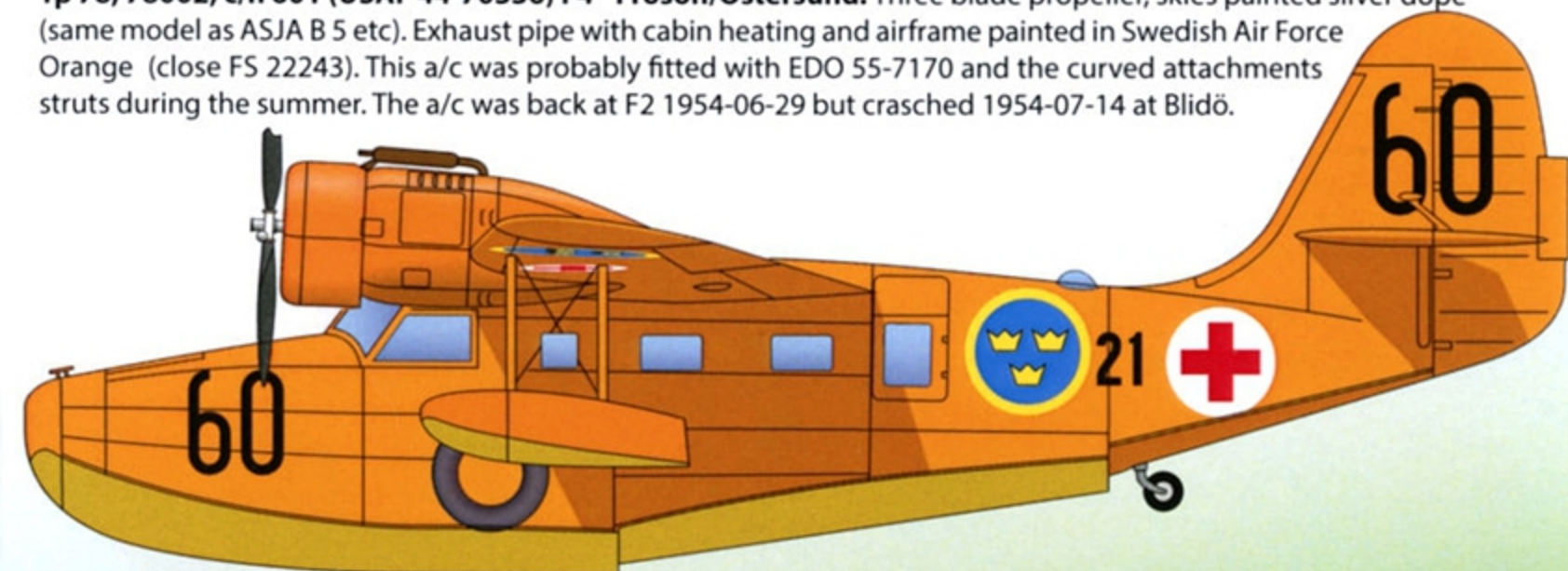
Tp 4/45 Beech 18
Tp 78 Norseman &
Tp 81 Goose



Tp 4, 72 - F4 Frösön/Östersund, based in Kungsgårdsviken. No national insignias on top side of the wings. The Tp 4 was fitted with EDO 55-7170 (or possibly 56-7850) floats.

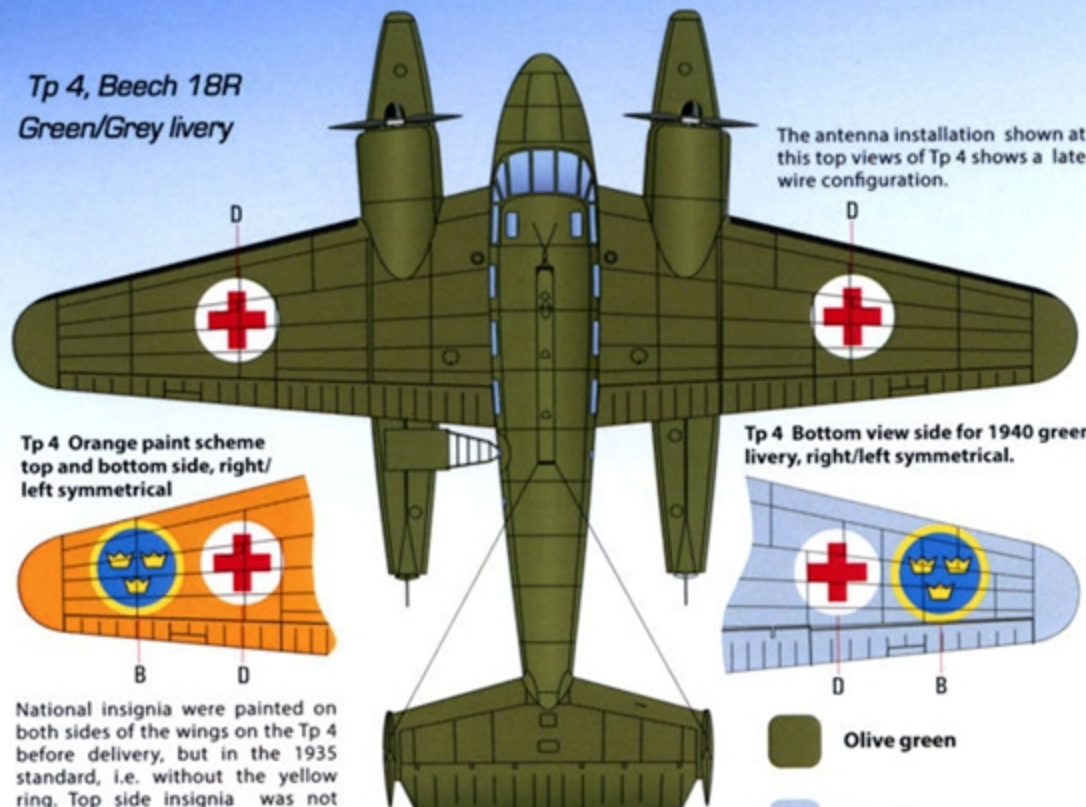


Tp 78, 78002, c/n 601 (USAF 44-70336) F4 - Frösön/Östersund. Three blade propeller, skies painted silver dope (same model as ASJA B 5 etc). Exhaust pipe with cabin heating and airframe painted in Swedish Air Force Orange (close FS 22243). This a/c was probably fitted with EDO 55-7170 and the curved attachments struts during the summer. The a/c was back at F2 1954-06-29 but crashed 1954-07-14 at Blidö.



Tp 81, 81001, 60 - F21 Kallax/Luleå. Later also marked 31 - 21 when it had served out it's duty as a flying ambulance and used as liason a/c instead.

**Tp 4, Beech 18R
 Green/Grey livery**



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

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



**Tp 4 Bottom view side for 1940 green
 livery, right/left symmetrical.**



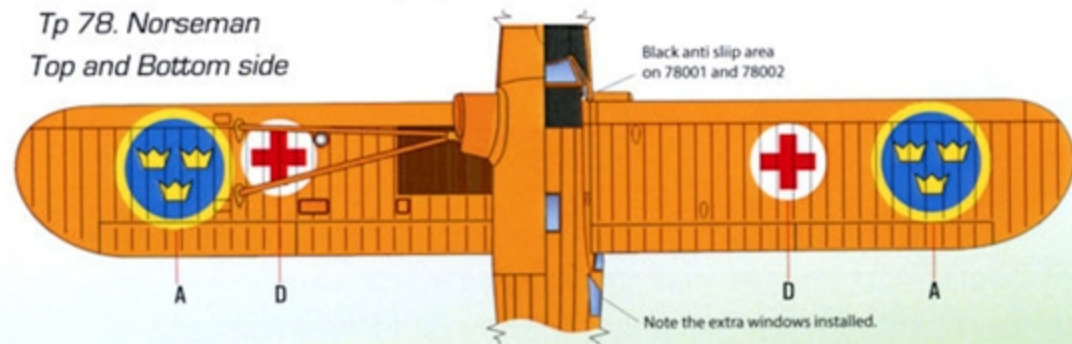
National insignia were painted on both sides of the wings on the Tp 4 before delivery, but in the 1935 standard, i.e. without the yellow ring. Top side insignia was not included in the 1940 livery due to the war but was introduced again when the Tp 4 was painted orange in 1947, marked F21 - 2.

-  Olive green
-  Grey blue
-  Unknown yellow

Tp 4 Information

The Tp 4 was a Beech 18R purchased in March 1940. Shipped to Gothenburg, assembled at Götaverken and based at F4 Frösön as air ambulance number 7 on 4th of April. Later marked 4 - 72, after that 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 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 78. Norseman
 Top and Bottom side**

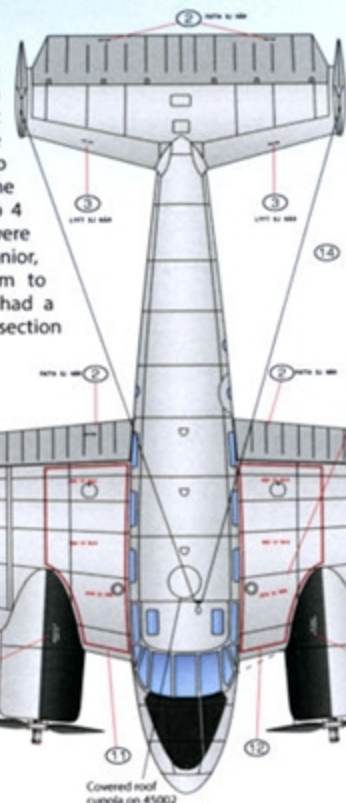


Black anti slip area on 78001 and 78002

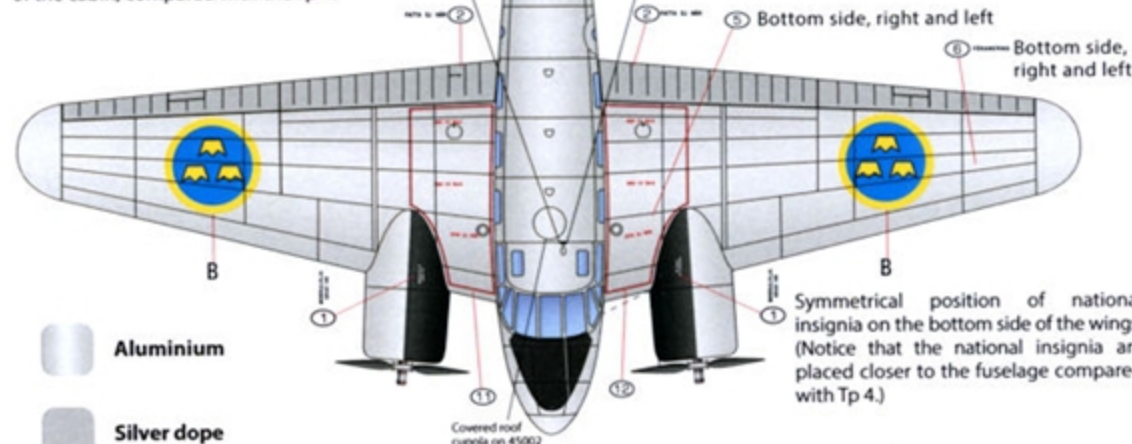
Note the extra windows installed.



Tp 45, Beech 18S

Tp 45 and Tp 45A (45001 and 45002) were two Beech 18S and were bought in 1948 when 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 small 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 with the reinforced landing gear. 45002 also had a covered roof cupola, - a round plate right behind the cockpit section, while 45001 had an ADF antenna which 45002 didn't have.



-  Aluminium
-  Silver dope
-  Orange
-  Black

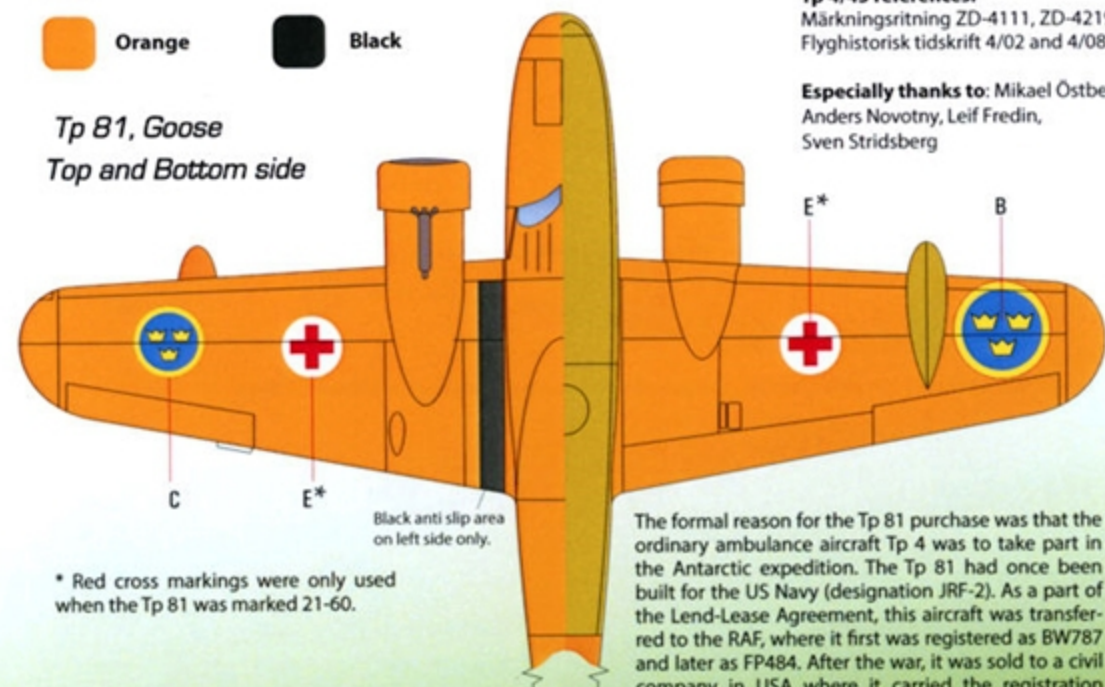
Symmetrical position of national insignia on the bottom side of the wings. (Notice that the national insignia are placed closer to the fuselage compared with Tp 4.)

Tp 4/45 references:

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

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

**Tp 81, Goose
 Top and Bottom side**

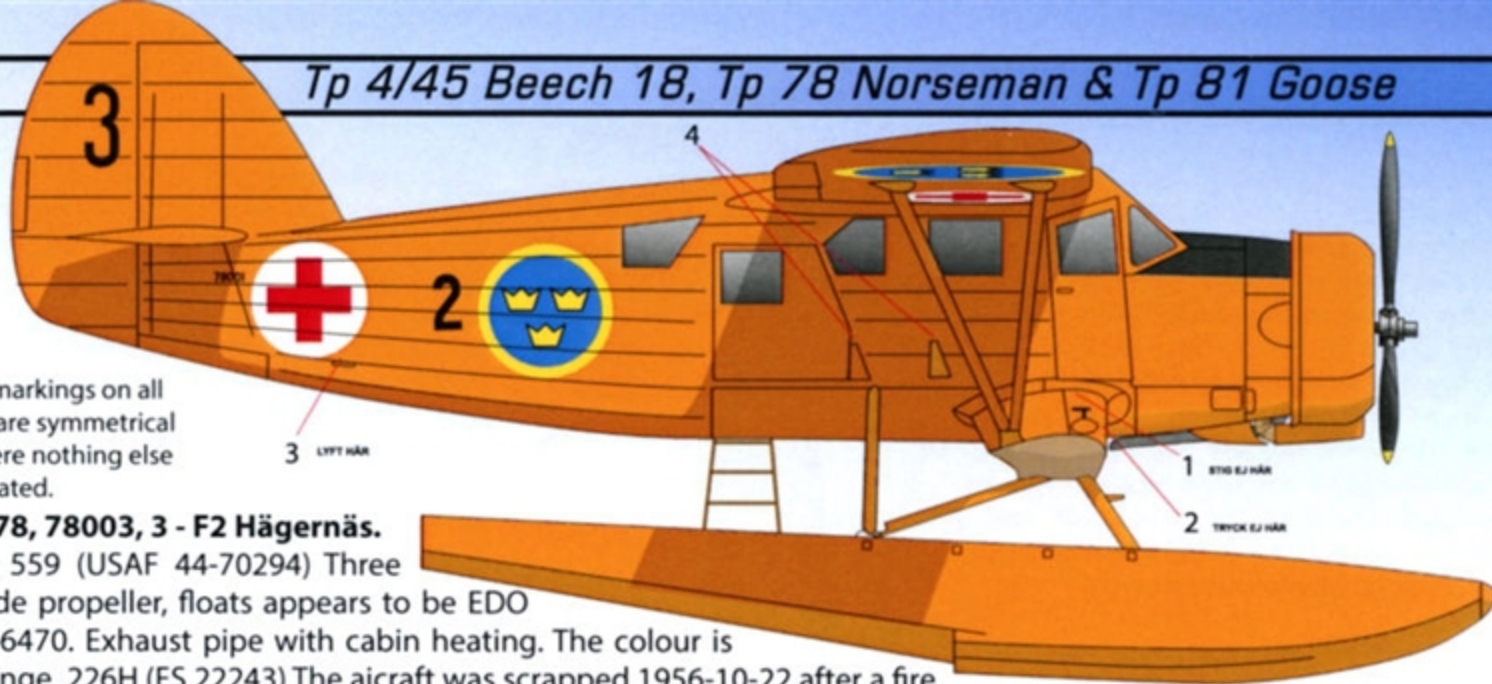


Black anti slip area on left side only.

* Red cross markings were only used when the Tp 81 was marked 21-60.

The formal reason for the Tp 81 purchase was that the ordinary ambulance aircraft Tp 4 was to take part in the Antarctic expedition. The Tp 81 had once been built for the US Navy (designation JRF-2). As a part of the Lend-Lease Agreement, this aircraft was transferred to the RAF, where it first was registered as BW787 and later as FP484. After the war, it was sold to a civil company in USA where it carried the registration NC9293H, and later to Norway (LN-SAB) and finally to Sweden.

Tp 4/45 Beech 18, Tp 78 Norseman & Tp 81 Goose



All markings on all a/c are symmetrical where nothing else is stated.

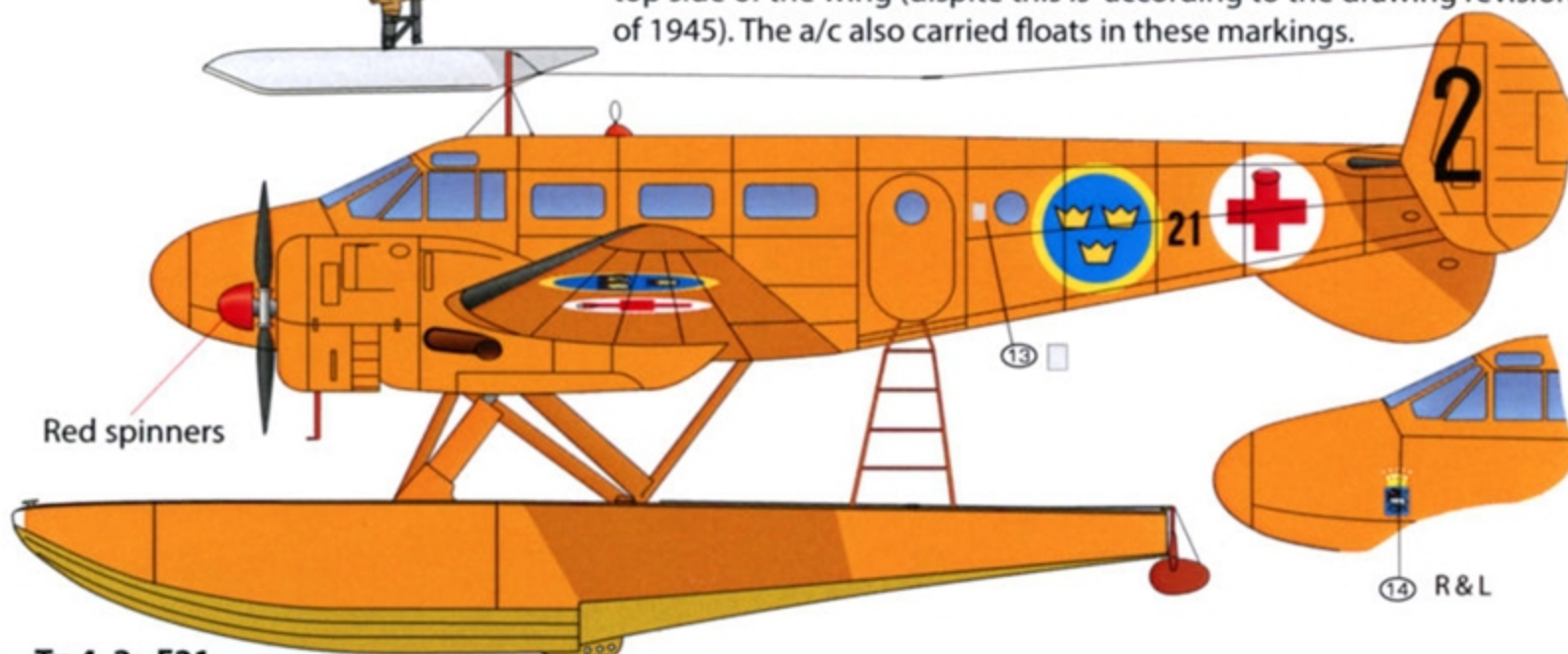
Tp 78, 78003, 3 - F2 Hägernäs.

c/n 559 (USAF 44-70294) Three blade propeller, floats appears to be EDO YD-6470. Exhaust pipe with cabin heating. The colour is Orange 226H (FS 22243) The aircraft was scrapped 1956-10-22 after a fire accident while taxiing on the water at Stora Värtan 1956-09-13 (probably caused by carburetor fire).



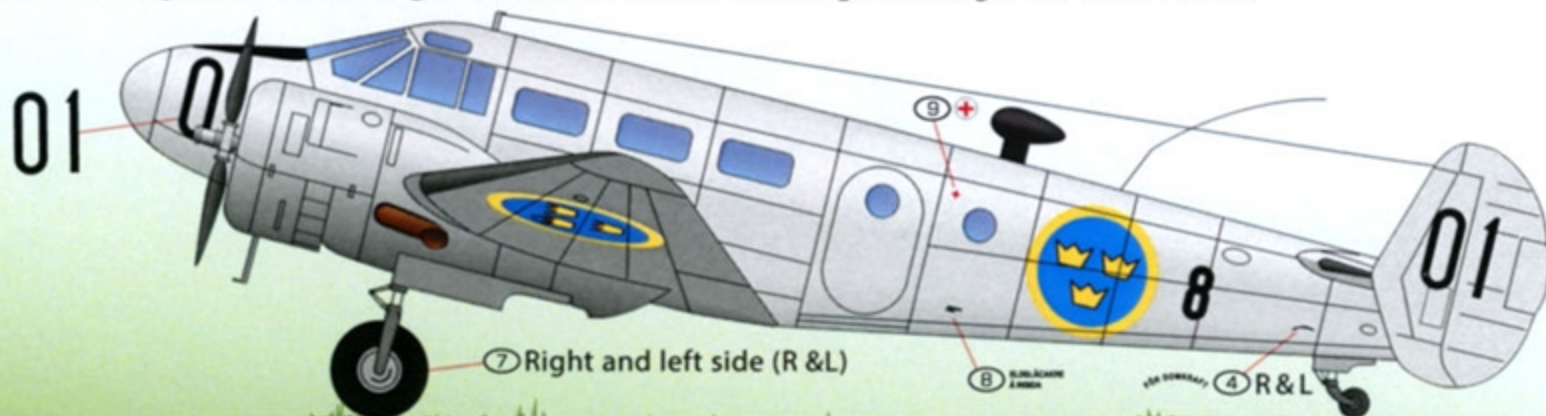
Wing number aft of national insignia on both sides.

Tp 4, 2 - F21 Kallax. Only red cross markings (no crown markings) on top side of the wing (dispite this is according to the drawing revision of 1945). The a/c also carried floats in these markings.



Tp 4, 2 - F21.

Painted orange 1947 (according to the revision of the markings drawing 11 of March 1947).



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