



## Accurate Miniatures 1/48 B-25G

by Mark L. Rossmann

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**History:** Lt. Col. Paul Gunn and a North American rep Jack Fox had been modifying B-25C's in the SWPA, adding 50's in side blisters, or in the nose eliminating the need for a bombardier and taking out the

ventral turret which was pretty much useless and nauseating to anyone using it. Eventually this all lead up to the B-25G.

In all Ninety-seven items were fabricated at the 4<sup>th</sup> Air Depot at Townsville. Would the mounting of a 75 MM cannon, (a B-18 Bolo had been fitted with a standard Army 75 MM Field Gun to see if such a weapon could be

used), which was 9 feet 6 inches long and weighed 900 pounds, work in a B-25? It was successful, and the fledgling B-25G had the cannon mounted in the crawlway in a cradle to absorb the shock and 21 inch recoil. The cannoneer, formally the navigator, had to slam 3 inch, 15 pound shells into the breach.

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## TCAH Officers

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**Vice-President**, Mark Krumrey

**Secretary**, John Dunphy

**Treasurer**, Tom Norrbohm

**Historian**, Tom Norrbohm

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## TCAH This Month

The monthly meeting will be held Saturday April 12, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



## From the Prez

*by Johannes Allert*

Tweaks, Twerks, Twists ,and Turns

April's club meeting promises to be a busy one which I will explain in a moment, but first I want to give a hearty hat tip to the members and volunteers for your participation and generous contributions. Your donations maintain the club's existence and keeps everything running at operational tempo.

Several items are up for discussion this month beginning with the membership dues and the newsletter that remain inexorably tied to one another. Despite attempts to reduce expenditures and balance costs, some individuals chose to forgo renewing their membership this year citing the high cost of printing the newsletter and charging too much for dues.

Our Treasurer, Tom Norrbohm reviewed the records and cites the yearly cost for printing and mailing the newsletter averages approximately \$800. Additionally, keeping track of who gets what (paper vs. electronic) remains problematic. Seven years ago, the club urged the membership to transition to the electronic version, yet the costs remain high. Tom also surveyed the roster and asserts that within the next decade the number of seniors will increase substantially. Consequently, the club will take in less than what it does now.

Before stepping down from his post as Vice President, Frank Cuden spent considerable time researching other club's websites and reached out to many of his contacts within IPMS to see how

they ran things. In every case, he discovered they successfully migrated to the electronic version.

What we propose, with the club's consent, is to eliminate all discounts in favor of a flat rate of \$15 per member. Youth accompanied by their parent or guardian are included. Furthermore, we recommend transitioning to an electronic newsletter.

We see this as a simple and straightforward solution to the on-going debate over the costs associated with the club. Additionally, we received feedback concerning the annual club auction. Traditionally, the event was held in November but was changed to March due to a snowstorm two years ago. However, it conflicts with Madison's spring contest. Consequently, some members suggest the club switch the auction to October.

Lastly, we will briefly discuss the need for a Sergeant-At-Arms. This position faded away in the 1970s, but was resurrected a few years back. The current officers saw no need for the position, but some in the club believe it should remain. Regardless, the issue will be brought up for discussion and clarification. Most of the items discussed this month will require not only a vote, but a revision to the club constitution and bylaws.

The Club Officers believe that should the club vote in favor of all items listed above, it will simplify and decrease dues, provide an up-to-date electronic platform for transmitting information, a convenient and successful auction, and layout a practical set of guidelines for the membership to adhere to.



### Airline Chatter

by Terry Love

Airbus is increasing its production rate of their backlogged A-320 series of airliners to 46 per month.

Qantas is in financial trouble. So Qantas is laying off 15% of its work force, or about 5,000 employees including about 1500 management people. Also Qantas deferred the delivery of 3 Boeing 787 Dreamliners, and 8 Airbus A-380s. They will sell off another 40 airliners. Qantas might sell its share of Etihad Airlines, Singapore Airlines, and Air New Zealand.

Singapore Airlines has the longest scheduled flight in the world from Singapore to Los Angeles.

Airbus sold only 377 Airbus A-340s during its production life.

China Eastern Airlines ordered 70 Airbus A-320s via the Chinese Government. They will be built in China.

Spice Jet of India ordered 42 Boeing 737-800s worth \$4.4 Billion.

United Airlines takes delivery of their first Boeing 787 Dreamliner in July. To break them in, United Airlines will operate them Denver to Los Angeles and Denver to Atlanta. In October, United will put them on the Los Angeles to Melbourne, Australia route.

Delta Airlines is looking to replace all of their Boeing 747s, and 767s with a wide-bodied airliner. They are shopping now.

Delta Airlines is turning Seattle into a hub with 8 new international destinations beginning in June.



### Farewell, Old Friend

Delta Air Lines Retired Its Last

Douglas DC-9

by Terry Love

On December 8, 1965, Delta Air Lines became the world's first operator of the DC-9. As a result of the merger with Republic Airlines, Northwest Airlines inherited a lot of DC-9s. They had very good economic numbers. So NWA continued to purchase more DC-9s until they had 172 of them in the fleet. As some of them reached their design limit of 100,000 cycles, some were retired or replaced by another type of aircraft. Delta bought Northwest Airlines and slowly began retiring the DC-9s. The DC-9-50 series were the last to be retired.

On January 6, 2014 the last scheduled flights were flown. Two DC-9s were kept on hand as operational backups, due to delays in delivery of the B717 fleet from Southwest Airlines. They were originally from the Air Tran fleet.

On January 22, N779NC and N782NC were ferried to their final destination. This marked the end of the DC-9 aircraft type in service with a major airline.

N779NC has a new home at the Carolina Aviation Museum in Charlotte. Also in the museum is the DC-7B, N736D that used to be parked at Holman Field for many years, and the U S Airways Airbus A-320 that landed in the Hudson River in 2009.

N782NC has a new home in Thief River Fall where it will join other ex- NWA aircraft already there. It will belong to the Northland Community and Technical College.

DC-9 N767NC will be used

for fire training at MSP. DC-9 N6675MC will go to the Delta Flight Museum. Some DC-9s may go to PAWA Dominicana Airlines



### Treasurer's Report—February

by Tom Norrbohm

Please welcome new Senior member Gerald Savage of Golden Valley, welcome aboard!

Income this month was \$10. Expenses were \$283.43, covering costs of pizza, awards, contest Gift Certificates and newsletter/postage. Our balance as of 2/9/14 is \$4333.95



### Treasurer's Report—March

by Tom Norrbohm

The club took in \$1063.00 in last month's annual auction. After expenses, our balance as of 3-10-14 is \$5212.19.



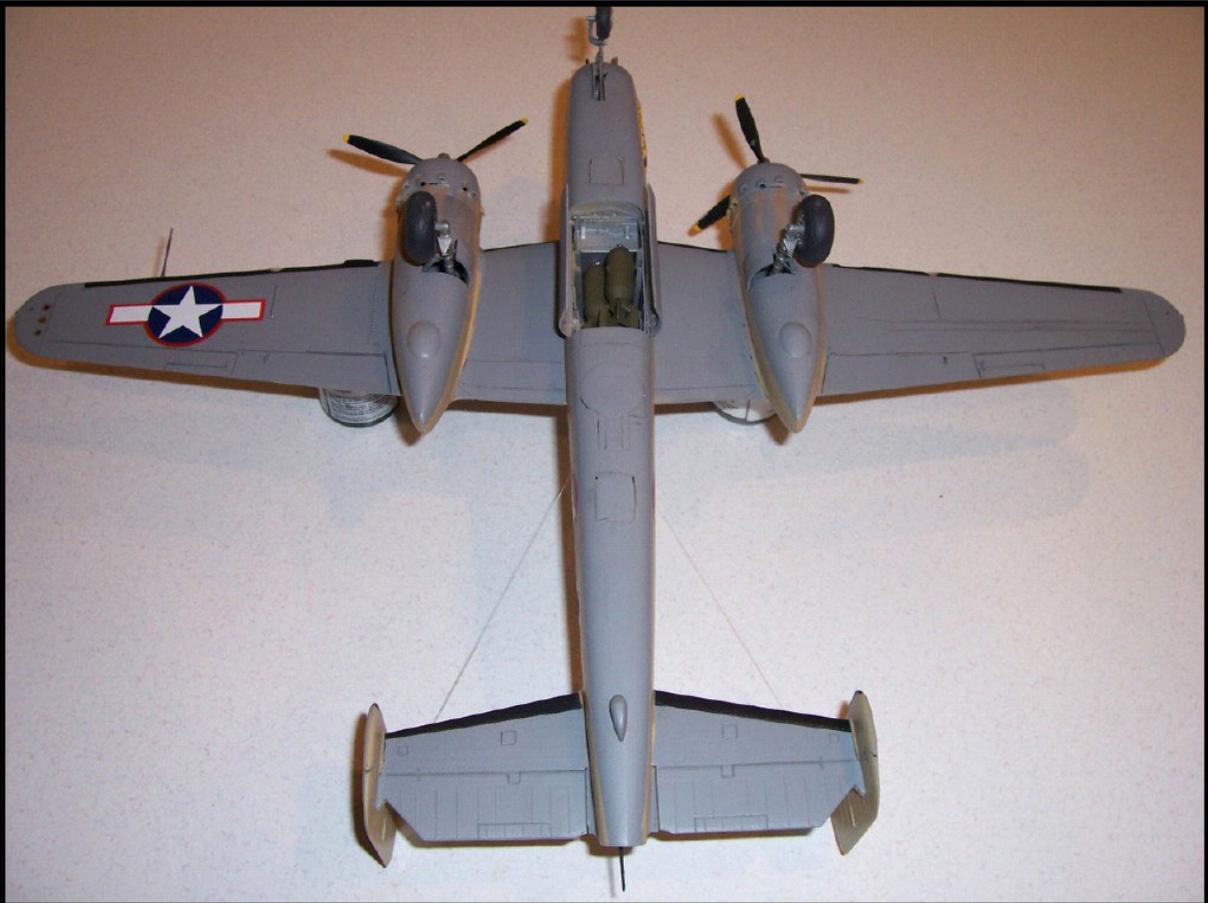
### Secretary's Notes

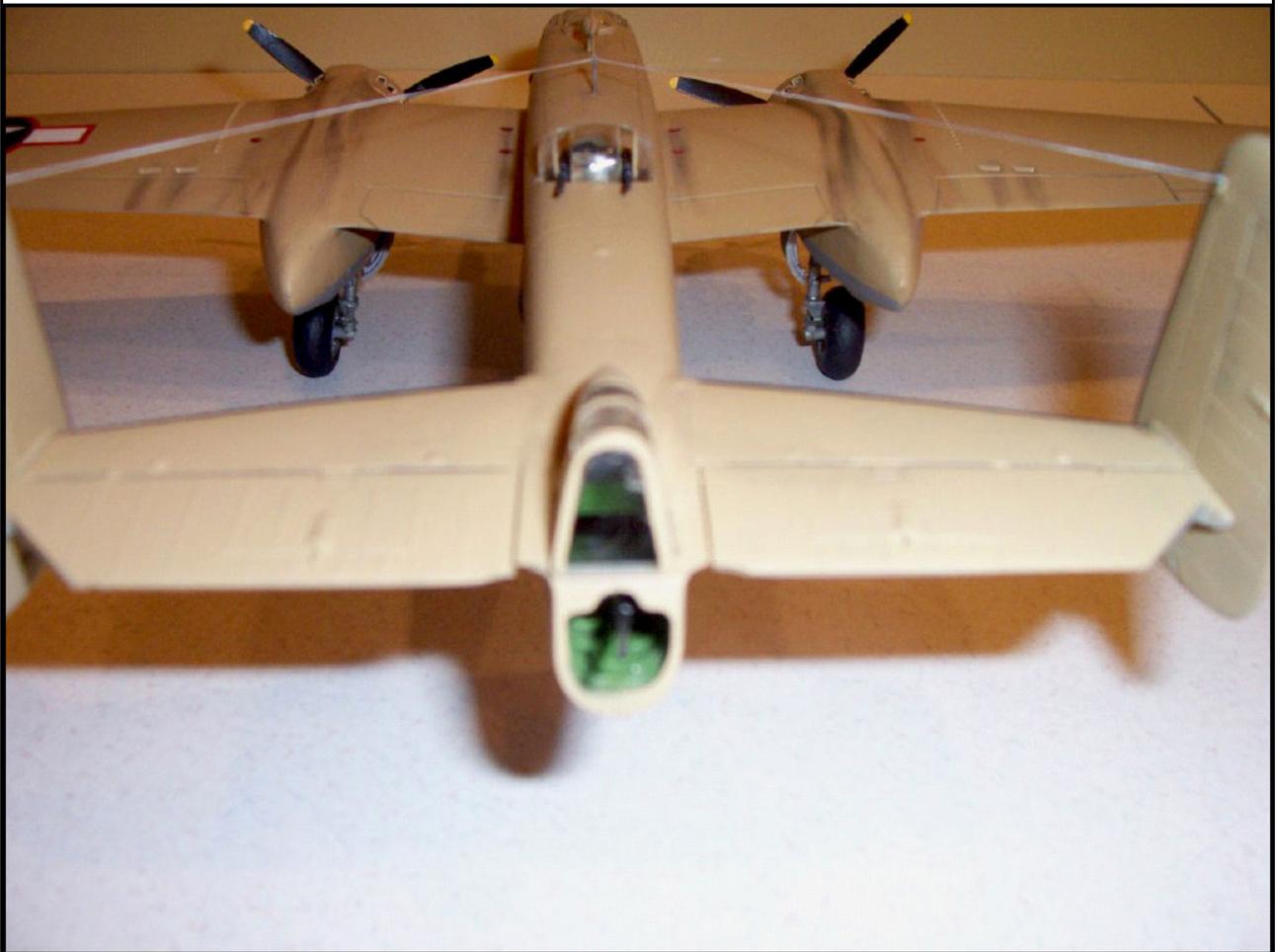
by John Dunphy

GENERAL MEETING NOTES:

None due to club auction.







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The weight dropped the maximum speed to 278 MPH, while adding two 50's with 400 rounds a piece in the nose to assist in flak suppression. To reduce the weight, the lower turret was removed and the crew dropped to 3.

Later "G's" had the "J" type side blisters added and a "50" in the tail. On typical missions, barely 4 rounds could be loaded/fired during an attack and no evasive action could be taken, which did not sit well with the crews. But the effectiveness of the "75's" were used against varying heavy targets, including shipping, as a direct hit would sink most coastal vessels, even destroyers in the cross-hairs of a flight of "G's" were vulnerable.

In all 405 "G-1, G-5 and G-10's were produced from May through June of 1943 at Inglewood. Kansas Cities Modification Center also converted 63 from the stock of existing "C's". More than half the "G's" were built with the ventral turret, starting with 42-65102 the turret was not installed. One significant item changed was the pilot's lower left windscreen, which was replaced with sheet metal to prevent the muzzle flash from blinding the pilot. This characteristic was carried into the "H" and "J" versions also.

As the war progressed, targets for the cannon dwindled and two "50's" replaced it.

**Kit:** This is the Accurate Miniature Kit which I bought 6 years ago, it is well done as are the "B", "C" and "D" versions that have been produced. It comes with interior detail that is still the mark of AM's high quality, including the armament mounts in the nose. It's a shame you can't see it all. Make sure to use

a lot of weights in the nose to keep it from standing on its tail. Minor filling was needed in areas; I painted the general body of the aircraft with Tamiya TS-46 Light Sand and AS-7 USAAF gray. I have now built all the versions available from AM and Monogram, and this will likely wrap up my builds of B-25's....

**Aircraft:** I located Albatros "Dragons and tigers and girls... oh my!" 7 years ago and this is my sixth build using this set. Aircraft, #5 on the sheet, "Shady Lady"; is a 310<sup>th</sup> BG/379<sup>th</sup> BS B-25G in desert colors while stationed at Oran Algeria during August and September of 1943. It has no ventral turret and a single "50" in the tail. It is noted in the instruction sheet that this aircraft was subsequently painted Mediterranean Blue, but not known if the pin-up was reapplied. The 310<sup>th</sup>BG moved to Corsica in December of "43", but the 379<sup>th</sup> BS remained at Gamut Libya until February of "44". 379<sup>th</sup> missions were against targets in the Dodecanese Islands, Aegean Sea and Eastern Mediterranean. It should be noted not one 379<sup>th</sup> B-25 was lost in December and not a single bomb dropped as targets were destroyed by cannon and machine gun fire.

The 379<sup>th</sup> then moved to Corsica in February joining the 428<sup>th</sup>, 380<sup>th</sup> and 381<sup>st</sup>, March the 310<sup>th</sup> joined the 57<sup>th</sup> BG, 12<sup>th</sup> Air Force which already had three other battle hardened B-25 units. In may, the 310<sup>th</sup> missions were mostly land based targets, so remaining B-25 "G" and "H" bombers were phased out leaving war weary "C", "D" and new silver "J" versions against the Nazi's.

**\*\*Note:** I have not been able to find out any more information on this aircraft than what is in the

decal sheet. I have scoured books and the internet with no other results. If anyone has more information on "Shady Lady" I would appreciate you contacting me.

**References:**

Information from ALC-48008 decal sheet.

Osprey's Combat Aircraft #32, B-25 Mitchell Units of the MTO

Squadron Signal Publications #'s 1034 and 1221.

Wikipedia



**TCAH – Where Do We Go From Here?**

*By Tom Norrbohm,  
Club Treasurer/Historian*

As club treasurer part of my duty is to collect monies for dues and maintain an up to date roster. After completing that task just recently and putting together the new 2014 club roster, it was apparent that we suffered a significant drop in membership (16 members to be exact). Having reviewed the current roster, I have observed the following trends that I want the Club Officers and membership to consider:

At 73 members, 8 of those are LIFE members and do not pay dues, leaving us with 64 dues paying members.

Of those 64 members, 24 are Senior (65+ years old) members and only pay half of the \$20 yearly dues.

Within the next 10 years, the number of Senior members in the club will increase to at least 36, *half of the club membership at this time!*

It is my honest opinion that over time, the club will die a slow death financially. Despite every

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effort to draw younger members into the club, the skyrocketing costs associated with the hobby prohibit anyone under 18 from joining. Additionally, laws prohibiting the sale of paints and glue discourage any youth unaccompanied by an adult from even considering the hobby. Consequently, the bulk of our membership are middle-aged adults. Based on the current demographics, by the time we celebrate our 65<sup>th</sup> anniversary, most of our membership will be seniors.

To survive this financial hardship, the club is going to have to make some hard decisions down the road. Some

solutions the club may have to pursue are:

**Membership Fees:** Yes – we already discussed membership rates in 2013; however, considering current events and a review of the demographics it's time for a second look. With the exception of the current Life members, I would suggest simplifying matters across the board by instituting a flat fee of \$15. Period. Current Life members would be grandfathered in and exempt from paying annual dues. Junior and Senior membership discounts would be eliminated.

**Newsletter:** The newsletter does not give a return on

investment (other than being a source of information and historic record). The time may come where the club may have to consider eliminating the paper hard copy of the newsletter and go all digital. Several hobby clubs already have an electronic newsletter in place. It is the major expense for the club. Alleviating a paper copy would save the club money and perhaps reduce the cost of membership.

Currently, our financial situation is sound, but change is coming. The sooner we take proactive measures, the better off the club will be for the foreseeable future.



**Hasegawa 1/48th P-40K**  
*by Frank Cuden*

I used SuperScale International decals along with the desert scheme. I found a colored WW II photo of one from the same squadron, and so used those colors for the Sand and Azure Blue paint finish. I used Humbrol "Slate" as a starting point to get the top color and an old bottle of AeroMaster Azure Blue for the bottom.



## 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

Twin City Aero Historian  
**Rick Schmierer**  
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Return address requested

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. For more information contact Larry Donovan at 651-501-4755.

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:30pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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