



Italeri A-26B Invader by Ken Hornby

Intractable Invader by Ken Hornby

I don't shy away from modeling challenges. Tamiya kits? Never built one. Sixty-year-old Revell kits, early Czech short-run kits, Roden Fokker D. Vlls? Been there, done that. So, imagine my delight when I decided to try my hand at the newish Airfix B-25C. A great kit

of one of my favorite aircraft. Just as I was ready to drag it to the paint shop, an Italeri A-26B Invader I had in my stash caught my eye. I thought I could quickly build it out of the box and paint both twin-engined beauties at the same time. When Italeri first released the A-26, people raved about what a fabulous kit it was. I succumbed to the hype and purchased the WWII era gun-nosed version, little realizing

what misery awaited me.

Upon opening the box, I was immediately struck by the sparse parts count, especially compared to my experience with the B-25. Although the surface detail is very well done and the interior is adequate, this kit already is showing its age; but it's the only real option in the One True Scale. Gathering my scant

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TCAH Officers

President, Steve Jantscher

Vice-President, Steve Shaffer

Secretary, Bob Maderich

Treasurer, Dennis Strand

Historian, Merrill Anderson

Newsletter Info

Article Submission Deadline: 22nd of each month

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TCAH This Month

The monthly meeting will be held August 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



Upcoming meeting calender

by Bob Maderich II

August- please bring your airplane models that you have completed during our "time off" from meetings.

September- please bring your armor models that you have completed during the past year.

October- this will be our annual TCAH auction. Please bring stuff you want to get rid of.

November- Please bring your completed cars, sci-fi, ships, and figures that you completed during this past year. We will also be taking nominations for new officers for the club.

December- This will be our annual "white elephant" meeting. Bring a wrapped kit to share with your fellow members.

January- this will be our annual "Club Contest". We will also be displaying our "common kit" build that we decided on in 2020, the Airfix P-40.

Just a reminder that all "Special Awards" for the September Nordicon show need to be submitted to Erik Zabel or myself by the August meeting. (Awards are \$25) TCAH is sponsoring six awards, and they are:

- Best Helicopter
- Best Real Space
- Best "Silk Purse from a Sow's Ear"
- Best Cat, i.e., Wildcat, Hellcat, Tomcat
- Best Focke Wulf
- Best P-47 Thunderbolt

Addendum by Steve Janscher

After some reconsideration and consultation with fellow club

members and officers, we've decided to change our next two meetings' model display subject rules.

Next month, at the August meeting we're not going to have food. Instead we'll celebrate our return to in person meeting by having a model-palooza. Bring any and every model you'd like that you've built this past covid break, or completed recently. No type or quantity limitations!

These "rules" will be in effect for the August and September meetings. All I'd ask is a judicious split between the two meetings of your total builds you'd like to show off. We will be limited only by what you can carry in and the total number of tables we'll have available.

Thanks again. I'm looking forward to seeing alot of plastic.

PS: We will discuss if we want to have any upcoming meeting model display subjects after September, as we've done in the past, at the August meeting business section.



Gone West

by Jeff Fries

Barry Rosch member 1967-1971 (est) passed recently from cancer. His published his book on German Luftwaffe Codes and markings through Schiffer Publishing

Barry resided in Cary, North Carolina.



Treasurer's Report

by Dennis Strand

Hello everyone! It was great seeing the many TCAH members that attended the July meeting after all these months. I just want to make a brief report on the current financial status of the club and bring everyone up to date. During the last 15 months we had minimal expenses. These were regarding our web page and the Fleming Field room rental. Our income consisted of a couple of members who sent in their dues early last year. When told that dues were not required, they decided to donate the money to TCAH. Thanks for your generosity guys! At present, we have \$4654.53.

Our club membership drive for 2022 will begin immediately. I told several people that we would begin membership dues in September as usual, but because so many individuals asked about getting their membership cards right away, I started accepting dues for 2022. You can send \$15.00 to: Dennis Strand, 833 Manomin Ave., St. Paul, MN 55107 and I will send you a 2022 TCAH membership card if you wish, or you can just catch me at a club meeting before December 31, 2021. Bob Ferreira and I are gathering information in order to update the TCAH Roster, so you can check with us and make sure that your personal information is accurate.

Hope to see you all at the August meeting.



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references and some photos from the internet, I set to work. Test-fitting the two fuselage halves showed a misalignment of the locating pins, creating a 1/16" overlap of the nose on one half and of the tail on the other. The misalignment included the canopies, turret openings, and nose wheel bay. I cleverly determined to just snip off the locating pins and adjust the fit until I realized that, although the fuselage halves were misaligned, all the engraved panel lines matched up perfectly. That was only the beginning. Neither the cockpit nor gunner's canopies fit correctly – both openings had to be built up with putty to match the contours of the clear parts. The wings are the nicest part of the kit, but even they suffered from some pretty serious mold misalignment. They fit to the fuselage like they were made for a different kit. I never did get them to an acceptable appearance. I do not exaggerate when I say that throughout the build, no two parts would fit together without resorting to sanding, filing, cutting, forcing, scraping, drilling, or reaming. Italeri made many compromises in the details to be able to get multiple versions of the A-26 from their molds. The as-molded features of an A-26K are incorrect for an early A-26, and some important detail applicable to both is missing. The wheels lack detail and the guns are just plastic rods akin to stretched sprue.

The deeper I got into the build, the more errors I found. I finally stopped obsessing and just finished the model. The only option for the bomb bay is open. The bay detail is lacking, the bombs didn't look right, and I didn't want to spoil the plane's aggressive looks with open

doors, so I closed it up with some creative surgery. There are no exhaust outlets on the engine cowling/nacelle assembly, so I added them using stretched tubing. I replaced the kit wheels with resin True Detail wheels made for a P-61 that much more closely resembled WWII-era tires. All gun barrels were replaced with resin items from a Quickboost set. I purchased a set of Eduard canopy masks but, although it doesn't explicitly state it, it must be made for the A-26K canopy, because none of it fit the kit canopy. I made my own masks from Tamiya tape to replicate WWII-era framing. A "football" style streamlined DF is included but few WWII A-26's used it. I fabricated an early type DF loop for the fuselage spine and added a nose-mounted pitot tube, which wasn't included in the kit. The spiffy decals came from Kits World and behaved normally. I found out AFTER I applied them that, other than the nose art, the aircraft letter and serial were most likely spurious. Kits World didn't supply any documentation for their markings, but both locations for the two photos I found lamented that they couldn't identify the aircraft. Even the artwork may be incorrectly proportioned - at least it didn't fit the model's nose like the original aircraft's artwork did. Regardless, an aircraft carrying this nose art did fly with the 416th BG, 671st BS during 1945.

The 671st BS had a distinguished history, first flying A-20s out of England and, after the invasion, moving operations to captured airfields across France and into Germany. On the continent, the squadron was housed in tents at makeshift airfields just behind the front lines. They transitioned to the A-26 in October 1944, continuing to

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provide tactical support for ground forces. As they moved into eastern France, they were relieved to learn they would be moving into modern ex-Luftwaffe airfields with concrete runways and permanent structures. When they arrived they found that the runways and all buildings had been destroyed, either by the advancing allies or retreating

Germans, and it was the same story all the way into Germany as they continued living in tents up to the end of the war. Any damaged buildings with partial roofing were utilized for mess halls and squadron operations. All maintenance was in the open. With the end of the war in May 1945, the squadron was overjoyed when they were alerted that they were finally

moving to an actual, permanent airfield on the outskirts of Paris, only to find that the base had never been repaired and all structures were uninhabitable. They continued living out of tents as personnel began rotating home at the end of June.



CAF Model Request
by Dennis Strand

Todd Lofquist, the Museum Officer from our neighbors at the Commemorative Air Force, approached me with a question when I spoke with him recently. He showed me a photo that is displayed at the CAF hangar. The image is the oldest

picture they have of "Miss Mitchell", the CAF B-25J. It was taken in 1958 at which time the B-25J had been modified and was serving in the U.S. Air Force as a TB-25K radar crew trainer. He asked me if it would be possible to duplicate the airplane in model form, using the photo as a guide.

I told him I would present the project to our club and see if we could come up with some ideas. So, is anyone interested? If not to build it, more information, decals, ideas to fabricate the radome, a B-25 model or anything else that would be helpful would be appreciated. Let me know what
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On The Table—July 2021

Modeler	Kit	Manufacturer	Scale
Scott Harvieux	KI-61 Tony	Hasegawa	1/32
Dennis Strand	Japanese G4M "Betty"	Tamiya	1/48
Bob Ferreira	Spitfire Vb	Hasegawa	1/48
Tom Norrbohm	Dehavilland Mosquito "Bampf"	Tamiya	1/48
Bernie Kugel	Star Pharaoh army	All 3-D printed	
John Roll	British P-40	Airfix	1/48
Erik Zabel	Fairey Battle Mk.I	MPM	1/72
Franklin Haws	Jeep in yellow with scratchbuilt trailer	Tamiya	1/35
Dave Perzel	Lysander MKIII	Matchbox	1/32
Jacob Finch	T-55 tank		
Christian Finch	Supermarine Swift	Airfix	1/72
Steve Erickson	Spitfire Vb	Airfix	1/48
Sean Brzozowski	Dehavilland Mosquito FB VI	Tamiya	1/48
Steve Jantscher	Martian War Machine from "War of the Worlds"	Pegasus	1/194
Bill Read	Seabee Jeep	Tamiya	1/35
Bob Maderich II	Gulfhawk acrobatic plane	Accurate Miniatures	1/48
Steve Schaffer	Discovery one from "2001, a Space Odyssey"		
Steve Hustad	two ME-163's with added figures	Academy	1/72
Mark Jacques	the Lego Harley-Davidson		
Don Stauffer	Fiat Mephistopheles	Italeri	1/12
Harold Parsons	Caudron GIV	Copper State	1/48
John Dunphy	Israeli Mekava tank	Meng	1/35
Noel Allard	Curtiss O2C-1 Helldiver	Scratchbuilt	1/72

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:

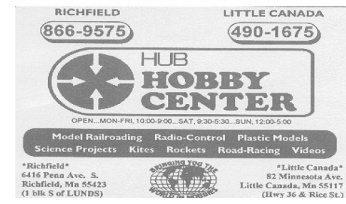
- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street 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.

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you think.

BTW, our U.S. Naval Aviation of WWII display is still

up and looking good. Drop by the CAF hangar and check it out. There is also a lot of other cool stuff to look at.

