

The Aero Historian



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

January 2022



1/48 Scale PRO-Model B-26C
by Mark L. Rossmann

Korea Invader 3rd BW—The 6th Chadwick by Mark L. Rossmann

History:
WWII – The 3rd BG flew A-26's in July 1944 as initial evaluations group of the Invader, however it didn't convert to the Invader at that time and was not intended to. The group continued flying it's A-20's as part of the Fifth A.F. based at San Jose, Philippine's, the group started transition to the A-26 in the late spring of '45'. In the mid-summer of the war, it flew both the A-20 and A-26 in offensive operations against Formosa. The USAAF

final mission of WWII, against Formosa, occurred on July 12 when A-26's only, attacked a sugar refinery. Moving to Okinawa, a few missions were flown against the Japanese homeland, including a strike at the Tarumizu air factory.

The war ended and the 3rd BG transferred to Atsugi AB on September 8th, serving as an occupation force, with final conversion to the A-26 by the end of the month. The 3rd was the first unit to fly O.D. colored aircraft and all were built without the lower turret.

Post WWII

U.S armed forces drew down quickly after the war. USAAF standardized on the A-26, retiring the A-20, B-25 and B-26. A few active A-26 units survived with many Air-Guard or Reserve units getting the Invader. The USAF was born in 1947, the "A" (Attack) designation was retired and the A-26 was redesignated B-26, to the chagrin of WWII Marauder crews, classified now as a light bomber from its original medium bomber designation.

Korea

The breakout of the Korean

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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

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday January 8, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.



President's Address

by Mark Copeland

Happy New Year Everyone!! I hope everyone had a nice Christmas and New Year's Holiday and Santa Claus was good to you!!!

Last month's meeting was a little disappointing due to the weather and the somewhat unsavory driving conditions. It's like the first rule of aviation, **no matter how much you try and hard you work, in the end..... the weather always wins!!!**

However, we did have a good group of hearty souls join us for a nice Saturday afternoon.

We feasted on a variety of sandwiches and goodies and had a fun day together.

Thanks to all that helped and participated in the "White Elephant" event. There were no fights or bloodshed, so we must have done something right!!!

We also decided the meeting themes for the year which provided a nice cross section of subject matter through the year. They are published here and will also be available on the website.

Frank Cuden and Mark Krumery, long serving TCAH members were unanimously given a Life Membership to the club. A subsequent personal letter was sent to both Frank and Mark congratulating each of them on this worthy honor and achievement.

Our January meeting will be an exciting with the annual TCAH Club Contest as our main focus!

We didn't have a contest last year, due of course to COVID 19 protocol, so this year the contest should be really something. Bring you built masterpieces and join the other members for an

afternoon of fun and friendly competition. Prizes will be forthcoming to the winners (1st – Gold, 2nd – Silver, 3rd – Bronze) in the form of gift cards to **Scale Model Supplies** in St. Paul, or more affectionately known as "the Dungeon."

Next month, our friends to the south, the Zumbro Valley Modelers, will be hosting their annual "Hope It Don't Snow" show in Rochester on February 5, 2022. This is always a terrific event and I encourage you to take a short drive down Hwy. 52 to attend this excellent show. A promotional flyer is in this publication.

Lastly, let's look ahead to a positive and productive 2022 for the club. Although we still are in the midst of the pandemic, we should all feel fortunate that we are still able to get together and enjoy the comradery and friendship. Stay well and healthy and Happy New Year!!!!



Treasurer's Report

by Dennis Strand

As I mentioned in the December meeting, TCF Banking has been bought out by Huntington. This should not cause any problems for our account, although I did purchase new checks. The TCAH lunch festivities came to \$523.09 and thanks again to President Mark for taking care of all the details. We had two membership renewals. This gives us a current total of \$5724.63. See you next year.



TCAH Annual Club Model Contest
by Mark Copeland

What an exciting way to begin the New Year, our annual TCAH Club Model Contest!!

This will be a great opportunity to showcase your models and compete with fellow club members. Of course, due to COVID 19 protocol, we didn't have the contest last year, so this is your chance to bring your built models from the last two years to place in the contest.

It's pretty basic, but here are the categories:

Category I – Armor - All types: (with a possible split to: 1/72nd and 1/48th Small Scale Armor & 1/32nd & Larger Scale Armor).

Category II – Automotive - All types and scales (with a possible split to be determined if necessary).

Category III – Nautical Subjects – Ships, Submarines, Sailing Ships, etc. – All types and scales.

Category IV – Dioramas and Vignettes – All scales and types.

Category V – Figures – All scales and types.

Category VI – Aircraft – 1/72nd scale and smaller – All types

Category VII – Aircraft – 1/48th scale and smaller – All types

Category VIII – Aircraft – 1/32nd scale and larger – All types

(All aircraft categories as subject to a possible split to add Civilian aircraft & airliners – All types and scales).

Category IX – TCAH Curtiss P-40 Challenge (This was postponed from last year's contest).

Category X – Fantasy, Science Fiction, Real Space – All scales and types.

Entries will be taken from 11:30am to 1:00pm – Judging will start from there and awards will be announced once the winners are chosen. Prizes will be gift cards from **Scale Models Supplies** in St. Paul.

Bring your models and let's fill the tables!!! Best of luck to everyone!!!



Monthly Themes
by Mark Copeland

January 2022 – **Annual Club Contest**

February 2022 – **Winter or Snow Subjects**

March 2022 – **Seaplanes / Floatplanes**

April 2022 - **"What Ifs" / 80th Anniversary Observance of the Doolittle Raid**

May 2022 – **Ships / Naval Subjects**

June 2022 – **South Pacific War – 80th Anniversary Observance of the Battle of Midway**

July 2022 – **Nostalgia Month - Oldest Model (Built or Unbuilt)**

August 2022 – **Post Korea War Subjects**

September 2022 – **75th Anniversary of the United States Air Force**

October 2022 – **Annual Club Auction**

November 2022 – **Vietnam Subjects – 1940 to Present**

December 2022 – **White Elephant – Christmas Event**



December Meeting Minutes
by Mark Copeland

Due to the heavy snowfall the night before, attendance was considerably down due to semi-poor driving conditions. However, that didn't prevent those who were in attendance from enjoying a nice afternoon together. **Jimmy John's** sandwiches, chips and cookies and other treats were o' plenty for the members brave enough to heed the first big snow of the season.

The meeting was opened by President, Mark Copeland. Guests were introduced including a new member to the club, Josh Barney.

A sympathy card was passed around to the members in attendance for the family of our late Life Member, Dave Weitzel, who passed away in November of 2021. The card and a personal letter to sent to Pat Weitzel, Dave's wife, and mailed by President.

A reminder to those who have not renewed your annual dues, please forward a check to Treasurer, Dennis Strand. Treasurer Strand gave a financial report to the members.

No Old Business was brought up for discussion.

A reminder about the Club Contest was discussed for the January meeting. Categories will be published in the January Newsletter.

Johannes Allert made a motion to give an Honorary Life Membership to TCAH for long standing club members, Frank Cuden and Mark Krumery. A second was noted, no discussion

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2022

"Hope It Don't Snow Show"

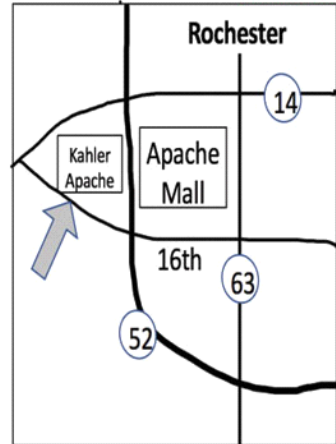


*Saturday,
February 5th
Rochester Empire Event Center*

Southeast Minnesota's Biggest Little Model Show

- 9 Categories (New Sci-fi)
 - Dozens of Special Awards
 - Vendors
 - \$10 for unlimited entries
 - Free Admission
- ... And Lots and Lots of Models

Forms and info: <http://www.royaleresin.net/Zumbro/showinfo.html>



**Registration 9am
Awards 3pm**

See You At The Show
February 5th In

Rochester Minnesota

[1517 16th Street SW Rochester, MN 55902](http://www.royaleresin.net/Zumbro/showinfo.html)

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war saw FEAF assets undermanned in air crew and aircraft. To stem the initial invasion the short-legged F-80, F-51's, B-26 and some F-82's were thrown into the fray, along with B-29's of the 19th BG (medium) at Kadena Okinawa. By the November 1950, most North Korean strategic targets had been leveled by 5 B-29 groups. Just before the Chinese entered the war two B-29 groups had been withdrawn.

From day 1, the tactical B-26 was in high demand, In-fact the 3rd BW had only 2 Invader squadrons and 25 operational aircraft, however no more than two groups of Invaders were available to FEAF at any given time during the war.

3rd BW: June 1950 – July 27, 1953. Only AF unit that flew the entire 38 months of the conflict.

- 8th Bombardment Squadron: duration.

- 13th Bombardment Squadron (Grim Reapers): duration.

- 731st Bombardment Squadron: attached November 1950 - June 25, 1951

- o Redesignated as the 90th Bombardment Squadron on June 25, 1951, all aircraft and personal were absorbed from the 731st BS.

452 BW: AF Reserve Unit Long Beach Ca. Oct 27, 1950 – May 10, 1952. (18 months)

Assets of the 452 BW were turned over to the 17th BW.

- 728th Bombardment Squadron:

- 729th Bombardment Squadron:

- 730th Bombardment Squadron:

- 731st Bombardment

Squadron: November 1950 attached to 3rd BW.

17th BW: May 10, 1952 – July 27, 1953

- 34th Bombardment Squadron:

- 37th Bombardment Squadron:

- 95th Bombardment Squadron:

3rd BW Statistics

These stats were compiled by the 3rd Bomb Groups intelligence officer, on July 31 1953, for the four squadrons assigned to the Wing

- 1126 days of combat, 33,220 day and night sorties were flown.

- 531 buildings destroyed
- 114 bridges knocked out
- 816 road cuts
- 24 tanks knocked out
- 845 rail cuts
- 4 enemy aircraft destroyed

- 332 locomotives destroyed

- 2920 rail cars destroyed
- 208 artillery pieces
- 31,000 vehicles destroyed

I would strongly suggest to review the resources to learn more about the Invader in Korea. Warren Thompson is an excellent author and historian on the aircraft used in Korea, authoring a number of books for Osprey publications: (I.E. *Combat Aircraft*; AD Skyraider Units of the Korean War (114), F9F Panther Units of the Korean War (103). *Aircraft of the Aces*; F-86 Sabre Aces of the 4th Fighter Wing (72).

The 6th Chadwick

This was Lt. Col Robert Fortney, CO of the 13th BS, personal aircraft. Chadwick was the call sign for the 13th Bomb

Squadron when it served in the Pacific in WWII. The tradition was that the CO's plane was named Chadwick. Through loss and damage, they came to be numbered.

When the Korean War started, they were already were already at the "The 5th Chadwick" which was an OD painted 8-gun nose B-26 that had seen action in WWII. It's unknown what happened the 8-gun 5th Chadwick, but it was eventually replaced by the 6th Chadwick, a 6-gun nose B-26B. With the 6th Chadwick came a new tradition, that the whole nose of the plane being painted red, which was authorized for the 6th and 7th Chadwick by Fortney. In early 1952, The 6th Chadwick nose was badly damaged when Fortney attacked a column of trucks with rockets. One of the trucks exploded as he pulled up over the target. It was duly flown to Japan for a new nose section. About two months later a young Lt. returning from a mission decided to do two barrel roles over the base, inflicting fatal damage to the wing spars. The Invader was classed 26'd, (written off). The references don't say what happened to the Lt, he may have had a lotta KP duty.

While the Chadwick tradition was stopped by the Air Force after the 7th Chadwick was lost, painting the nose red was continued into the post war years. Recently, members of the 13th Bomb Squadron at Dyess, TX revived the Chadwick tradition by naming one of their B-1B Lancer Bombers the 8th Chadwick! Reaper Pride and Reaper Tradition!

[Models and Markings:](#)

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The model is a 1/48 scale PRO-Model B-26C. I bought this at a club auction, and the aircraft was partially built, interior, fuselage and wings. Both cowlings had melted lead weights, I hoped the previous owner had weighed things out properly as the model is a tail sitter, it does come with a clear plastic peg to keep it on all three landing gears. Well, once attached the nose came down and it sits pretty.

Aircraft: "The Sixth Chadwick", B-26B: Code "Y", S/ N 434364,

Disposition:
Written Off 1952

Unit: 5th AF: 3rd BW / 13th BS, Kunsan AB, Korea.

Pilot: Lt. Col Robert Fortney

Model: Pro-Modeler (Revell-Monogram) 1/48th B-26C.

Decals: Albatross Decals: ALC48014

Paint:

Tamiya: TS-86 Pure Red,

Tamiya: TS-29 Semi-gloss

References:

1. A-26 Invader Units of World War 2 #82. Osprey Publishing by Jim Roeder

2. B-26 Invader Units Osprey Frontline Color #4. Osprey Publishing, by Warren Thompson.

3. A-26 Invader in action. Squadron/signal publications #134, by Jim Mesko.

4. Albatross Naughty Invaders ALC/48014 Instruction Sheet.



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proceeded and a unanimous vote was taken in favor of bestowing the honor to these worthy individuals. A personal letter was drafted and forwarded to each of the gentlemen by the President.

A discussion regarding 49 ring binders that belonged to late member, Barry Rosch, which contained aircraft reference material, was next on the agenda. A discussion for a permanent repository is still being researched.

A Christmas gift (VISA Card) will be given to the **South St. Paul Airport – Fleming Field Airport** Manager as a token of appreciation for their continued support to the club for over 20 years. The card and gift were personally delivered by the President on December 23rd.

An IPMS Nationals Award package was briefly discussed and will be brought up in the future for Omaha 2022.

The idea of a spring "TCAH Field Trip" was brought up for discussion. Possible venues for a "day trip" would be the **Fagen Fighter Factory** in Granite Falls, MN, **The Minnesota Military Museum** at Camp Ripley and the **Ira C. Bong Veteran's Museum** in Superior, Wisconsin. More to follow.

Club Meeting - Monthly Themes were recorded by Vice President Steve Hustad.

The meeting was adjourned and the annual "White Elephant" event was masterfully orchestrated by Erik Zabel. No one was injured, disfigured or

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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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 hurt in the process!!

Mark Copeland – President
 (Acting for Bob Maderich –

Secretary who was not in attendance due to a snow filled driveway).

