


Directions to the Club Meeting Location		
<p><b>Where: South St. Paul Municipal Airport, a.k.a. Fleming Field,</b> located on the southern extremity of South St. Paul, south of 1-494, west of Concord Street and East of Highway 52.</p> <p><b>If coming from the western Twin Cities going east on 494:</b></p> <ul style="list-style-type: none"> <li>Exit at the 7th and 5th Avenue exit (Exit No.65)</li> <li>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.</li> <li>Turn left (East) at the 4-way Stop onto</li> <li>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.</li> <li>Turn right (south) onto Henry Ave. and go approximately .2</li> </ul>	<ul style="list-style-type: none"> <li>miles toward the Fleming Field airport terminal building.</li> </ul> <p><b>If coming from east Twin Cities on westbound 494:</b></p> <ul style="list-style-type: none"> <li>Exit at the 7th and 5th Avenue exit (Exit No.65)</li> <li>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.</li> <li>Turn left (East) at the 4-way Stop onto</li> <li>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.</li> <li>Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building</li> </ul> <p>The terminal is on the right with parking available.</p>	
<p>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.</p>		
<p>The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing.</p>		
<p>The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00pm.</p>		
<p>See above for the new meeting locations and directions.</p>		
<p>Mail Newsletter material to the editor and address changes to the treasurer.</p>		

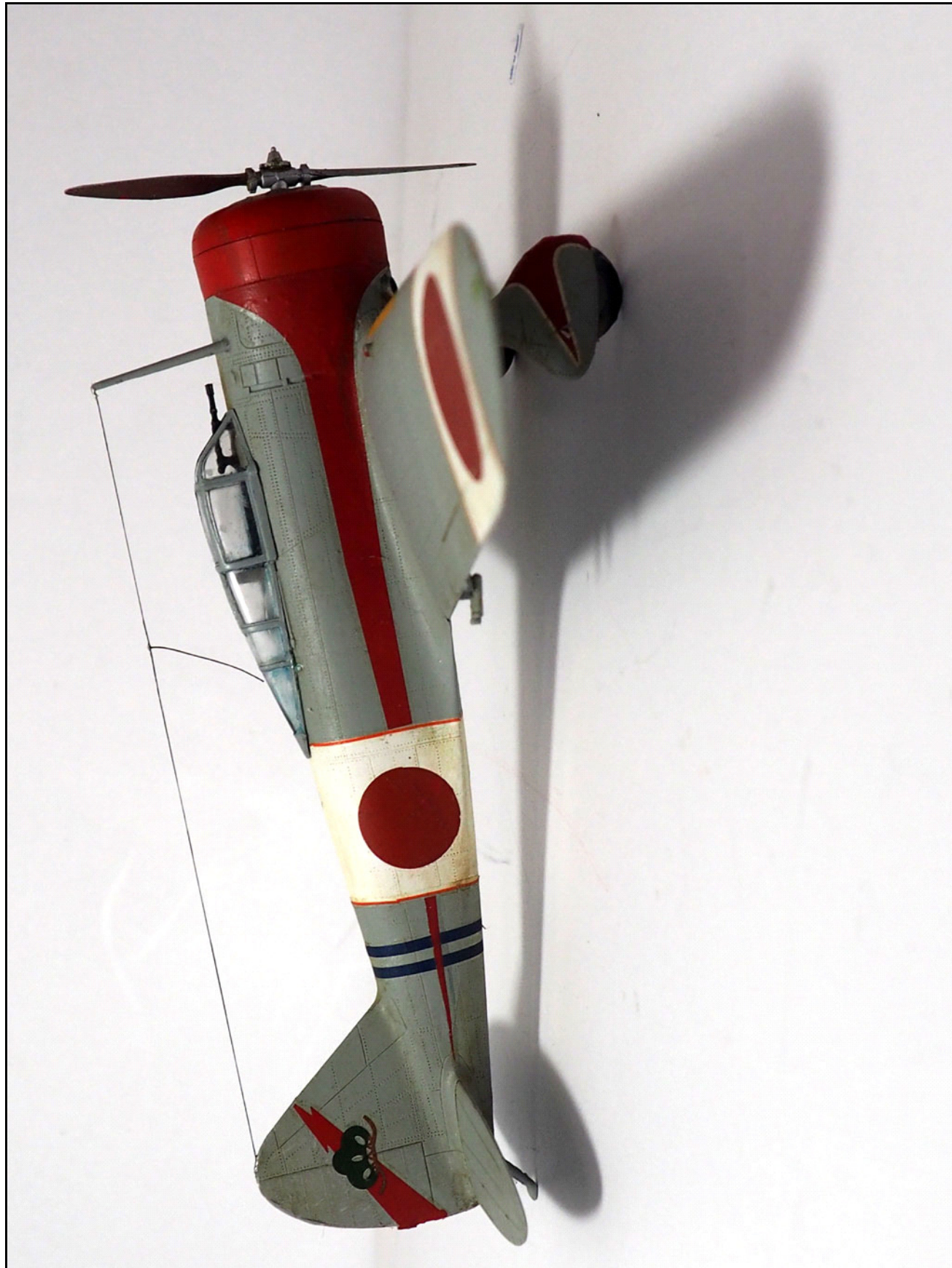
<div> <div>The Aero Historian</div> <div>  </div> </div> <div> <div>Volume 55 Number 4</div> <div>Website: <a href="http://www.aerohistorians.org">http://www.aerohistorians.org</a></div> <div>October 2021</div> </div>		
		
<div>1/48 Scale Minicraft/Hasegawa Ki-27</div> <div>by Mark L.. Rossmann</div>		
<div>Ki-27 Home Defense</div> <div>by Mark L.. Rossmann</div>	<p>the IJN A5M; having a fixed landing gear, all metal, low winged with a Nakajima Ha-1b, 9-cylinder radial, air cooled 710 h.p. engine, 2 machine guns, 220lbs of bombs with a maximum speed of 292 mph at 11,480 ft. with a range of 390 miles. Total production, between 1938 and 1942, came to 3,399 with 2,020 by Nakajima</p>	<p>and the rest built in Manchukuo.</p> <p>The Ki-27 was a transition aircraft into the Ki-43 Hayabusa, begun in 1935 to army specifications with the first prototype in October of 1936. The plane was extremely maneuverable in an era that was still conditioned</p>
<p><b>History:</b> Nakajima Ki-27, allied code name "Nate" in the southwest Pacific and as "Abdul" in the CBI theater, was a small liked fighter. To some pilots it was similar to</p>		<p>(Continued on page 3)</p>



<p><b>TCAH Officers</b></p> <p><b>President</b>, Steve Jantscher</p> <p><b>Vice-President</b>, Steve Shaffer</p> <p><b>Secretary</b>, Bob Maderich</p> <p><b>Treasurer</b>, Dennis Strand</p> <p><b>Historian</b>, Merrill Anderson</p>	<p><b>Treasurer's Report</b> <i>by Dennis Strand</i></p> <p>This month we had 6 people renew their membership. Paul Dial from Braham, MN also signed up for 2022. He will be our newest member in quite some time. Welcome aboard Paul! Sean B., our web master was reimbursed for paying our web hosting fee of \$179.50. With these revenues and expenses, our club has a total bank account of \$4452.45.</p> <p>TCAH currently has 20 paid members for 2022. Together with 9 "Life" members we have a total of 29 people in the club at this time. If you have not renewed as yet, please send \$15.00 to:</p> <p>Dennis Strand 833 Manomin Ave., St. Paul, MN 55107.</p> <p>I will send you a brand new 2022 membership card and include your name on our most recent TCAH roster. You can also catch me at a club meeting if you prefer.</p> <p>Remember that our annual auction will be in October, so bring all the kits, books and other modeling goodies that are surplus to your needs. This event is very important to our bottom line. See you there.</p>		<p><b>From the Secretary</b> <i>by Bob Maderich</i></p> <p>Well, we did it!! We put on the 2021 Nordicon show and it went off without any major glitches. I sincerely want to thank all of you that helped with the show, whether it be registration, judging, set-up, photography, the raffle, and of course the seminars. You all deserve a big round of applause.</p> <p>I will discuss more details at the next meeting, but suffice to say, we had close to 400 models, and we actually turned a small profit.</p> <p>So, 2022 awaits, and it will be even better!!</p>
<p><b>Newsletter Info</b></p> <p><i>Article Submission Deadline: 22nd of each month</i></p> <p><i>Editor</i> <b>Bob Arko</b> 6417 Rice Court Lino Lakes, MN 55014 651-481-8887 boba@arkokraft.com</p> <p>Send Change of Address Notice to: Dennis Strand</p>			
<p><b>TCAH This Month</b></p> <p>The monthly meeting will be held Saturday October 9, at Fleming Field, South St. Paul, beginning at 1:00 pm. Come early.</p> 			







(Continued from page 1)  
on the agility of planes.

The plane debuted in March of 1938 in China, then against the Russians in Manchuria, the next year. The fighter proved superior to the Russian I-15 but had problems up against the monoplane I-16. In June of 1939, WO Hiromichi Shinohara, of the 11<sup>th</sup> Sentai in Nomonhan China, held the record for downing 11 Russian planes in one day. By the time of his death in August, he had 58 kills to his name.

This precursor war in Mongolia gave insight to the Japanese of pending trials in WWII.

At the beginning of the Pacific War, five Ki-27-equipped *Sentai* were deployed to support the campaigns in the Philippines, Malaya, Burma, and the Dutch East Indies, others continued on in China and in support of the Japanese puppet government in Manchukuo (Manchuria).

The “Doolittle Raid” violated the sacred homeland, it was quite an embarrassment to Admiral Yamamoto whose naval aviators, and the Japanese Army aviators, failed to protect the capital. The Ki-27 was replaced by other front-line aircraft, immediately JAAF recalled the 47<sup>th</sup> Independent Chutai from Saigon, equipped with the Ki-44. The Ki-27 began to

quickly disappear from the home defense role and by 1943 moved into the training role.

With the impending invasion of Japan by the allied forces, Ki-27’s was transformed into suicide planes carrying half-ton bombs. However, the Manchukuo Air Force used the Ki-27b for the entire war.

246th Sentai

The 246<sup>th</sup> Sentai was formed in August 1942 from the 13<sup>th</sup> Sentai. (13<sup>th</sup> Sentai was established in July 1938 at Kakogawa Prefecture Japan.) 246<sup>th</sup> used the Ki-27, Ki-44, Ki-84 and the Ki-46. It operated in the Philippines and Japan. Unit was disbanded at Taisho, near Osaka Japan at the end of the war.

Model:

The build was easy, barely 46 parts, yet simple and a respectable look of a Ki-27.

Kit: Minicraft / Hasegawa Nakajima Ki-27 NATE, Type 97 Model “B”

Decals: This kit came from a swap meet with 2 sets of decals. Original boxing came with decals for the 84<sup>th</sup> Independent Chutai and the 13<sup>th</sup> Air Combat regiment.

Aircraft: This plane flew with the 246<sup>th</sup> “Sentai”, 2<sup>nd</sup> Chutai, (Identified by two blue stripes aft fuselage), which was mostly a Japanese Island “Home Defense” Unit. The

Home Defense planes had a white “band” applied behind the Hinomaru’s marking on the fuselage, most of the time.

Pilot: St.Sgt.Susumi Kajinami. Kakogawa AB, Hyogo, Japan, early 1943.

Paint:

A) Tamiya AS-18 IJA Light Grey spray for the base plane.

B) Testers Flat white spray for the Hinomaru’s areas.

C) Tamiya TS-86 Pure Red spray for the cowling.

D) Tamiya TS-47 Chrome Yellow spray for the leading wing edges.

References:

1. Osprey Aviation Elite – B-29 Hunters of the JAAF, by Koji Takaki and Henry Sakaida,
2. Osprey Japanese Army Air Force Aces 1937 – 1945, by Henry Sakaida,
3. Rand McNally World War II Airplanes Vol. 2 by Enzo Angelucci and Paolo Matricard.





