

In support of IPMS

By Jack Mugan

I moved to Minnesota in 1967 and joined TCAH and IPMS shortly thereafter. I have never regretted any of those decisions. In fact, I actually moved to Minneapolis twice. To me, IPMS and TCAH have always been connected. I know that I stand in the minority on this point of view, and have always wondered why.

I have heard the same story over and over through the years, almost verbatim, from my fellow club members, as well as other club members,

and now day, countless times on the Internet. I don't like reading all the stuff in the editorials. I don't like the bickering that goes on in every issue of the Journal. The articles aren't current. IPMS members are arrogant, self centered know-it-alls. There's nothing in it for me. Another thing I don't quite understand are modelers who only join (continue next column..)



Eduards 1/72 Albatross DV - Johannes Allert

to enter a model. Otherwise, they don't see the need to be a member. They are perfectly willing to take advantage without supporting the organization if they don't happen to need it at the moment. That seems incredibly shortsighted to me.

IPMS has been around a very long time. You would think there would be more than 5500 members wouldn't you? Well, there have been many more over the years, but they have drifted away for one reason or another. Why do you suppose that is? How can an organization this old still have such a small membership? Can it be just for the stated reasons above? How did IPMS fail them? What more could they have done? I have always firmly believed that IPMS is what gives our hobby credibility. My hobby interest is part of an international organization. IPMS made this a serious hobby, because it had worldwide recognition. It gave building models substance and made it an adult pastime. IPMS opened up the world to the modeler, and exposed him to the ideas of others. IPMS introduced fellowship to the hobby.

IPMS had a simple beginning, starting with just a few modelers, not unlike our own club. Volunteers have always run IPMS, though the leadership has changed frequently over the years.

(continued on page 6)

We Need Your Help!

From the Editors

So, have you enjoyed the last two newsletters? Would you like to see a larger newsletter continue? Well, it won't happen without your help.

Now you're asking for a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

If you're interested in helping out, drop us a line at dpluth@j-aircraft.com.

In Future Issues...

From Dave Pluth

Bombers and Bummers. A brief history of bomber failures.

From Terry Love

The first two chapters of his upcoming book!!!

From Dick Phillips

A new article about the Corsair.

From Merrill Anderson

A series of articles about WWI

TCAH This Month

July 4—IPMS Nationals, Chicago Illinois

July 14—TCAH Meeting. Theme: Nightfighters, early onboard radar fighter interceptors.



TCAH Officers
President, Steve Erickson
 763-521-9948
 Serickson@mbcgroup.net
Vice-President, Bob Ferreira
 952-941-3431
Secretary, Dave Kitchel
 952-423-2065
Treasurer, Pat Butler
 612-915-1509
Historian, Tom Norrbohm
 952-881-5763
IPMS Contact, Jack Mugan

Newsletter Info
Article Submission Deadline: 22nd of each month.

Editors
Dave Pluth (dpluth@j-aircraft.com)
 112368 Eitel Circle
 Chaska, MN 55318
 H:952-448-4795
 Fax: 952-448-9510

Johannes Allert (norway_331@yahoo.com)
 19380 Swallow St. NW
 Oak Grove, MN 55011
 H:763-213-0370

Distribution Editor
Jim Kaltenhauser
 (Kaltenhauser@yahoo.com)
 8219 Emerson Ave. S.
 Bloomington, MN 55420
 H:952-346-8460

Send articles to:
 Via E-mail: newsletter@aerohistorian.com
 Via Snail-mail:
 Dave Pluth
 Atten: TCAH Newsletter
 112368 Eitel Circle
 Chaska, MN 55318

TCAH Calendar & Events of Interest

See front page for June Events

July 28-29—MN Air Guard Museum—Open Cockpit Weekend/ Military Expo

August 11—TCAH Meeting. French stuff. We do have to include them occasionally.

August 25-26—MN Air Guard Museum—Open Cockpit Weekend

September 8—TCAH Meeting. Record breaking aircraft, height, speed, distance, payload, etc.

September 8—Wheels and Wings (tentative), Zenith Book Sale!!

September 15—Nordicon III at the Thunderbird Hotel

October 13—TCAH Meeting. WWI Aircraft. Bring your Stringbags.

November 10—TCAH Meeting. Club Auction. No theme. Club Elections, recounts, re-recounts.

December 8—TCAH Meeting. Early Jets. Heinkle, Whittle, Bell, Yak, prototypes or production.

From the President

By Steve Erickson

Greetings! I hope everyone had a happy and safe 4th of July. By the time you read this, all the clubs major business will be settled. Our bid for the IPMS National Convention will be presented by Ken Sallman on Saturday The 7th in Chicago. We will know the answer that night. Win or lose, I want to thank Ken for all the work, he's done a great job. I'll be in Chicago to back him up, or maybe to just push him out on the floor to speak. I'd like to see a large number of members show up to support him. If sheer "weight" of numbers means anything, we got it made. Our club shirts should be done and ready for delivery by the July meeting. I have had Ken post the progress on the shirts on our web sight and put notes out on our round robin e-mail system. This was easier than Calling everyone. I am also going to try to make sure those going to Chicago get them so we can look like a team. The club shirts will be khaki with the club logo sewn on. We checked out blue and gray but our logo looked the best on khaki. They will be only \$25, which is less than our original estimate. We ordered extras so if you weren't at the June meeting and didn't sign up, you can still get one. You can call me to reserve one or just get one at the meeting.

HAVE YOU HUGGED YOUR CORSAIR LATELY??



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Notes From The Treasury
By Pat Butler

Well, by the time you read this, the latest edition of the newsletter, the 2001 Nationals will be over and we will have answers to a couple questions. Namely, how many 1st places will Mr. Hustad take home, and will we be hosting the 2003 Nationals? Clearly, moments of great anticipation!

It would seem that a rather large contingent from T.C.A.H. is planning on attending, and to those who enter, I wish you good luck. I will be on my yearly Canadian motorcycling odyssey, and will be with all you all in spirit.

With the imminent arrival of Nordic Con 2001, the checkbook has started to dance a little, downwards this time. The current balance is \$4,825.28. At the time of writing Mr. Sallman has at least 4 vendor tables confirmed so next months total should be better.



Meeting Minutes

By Dave Kitchel

Steve Erickson opened the meeting at 130pm. Ken Sallman will do a practice run for his IPMS Nats bid at the Honeywell facility in Coon Rapids on Thursday, June 28th. The theme for the TCAH proposal will be "Lakes, Loons, Mosquitos and Modelers.

Steve Hustad discussed Nordic Con 2001, which will be held on September 15, at the Thunderbird in Bloomington, MN. Steve indicated Skip Nelson needs help with registration.

Johannes Allert reminded members of the Corsair Contest he is coordinating for the TCAH December meeting.

Johannes will also be hosting this years TCAH Summer Bash at his home on July 21. Directions will be provided at the July meeting.

Mark Copeland is having TCAH shirts made. The price will be \$25.

A sign up list for the shirts was passed around. Axel Kornfehrer told of a 1:1 scale replica of the Hindenburg airship passenger gondola he visited on a recent visit to Germany.

Bernie Kugel discussed upcoming availability of a magazine series "Luftwaffe, 1946," to be illustrated by Tom Namora. A collection of the series entitled "Luft 46 Tech Manual Turbojager" will be available in the fall. Next month's FSM will feature Bob Steinbrunne's model of the Destroyer USS Kidd.

George Mellinger announced his book on P-39 Ace's of the V V S.

TCAH Memories

by Tom Norrbohm TCAH Historian

AUGUST 1978: The August Model Contest turnout was very light, with over half the entrants being submitted by three members. It was decided that the club would not have another contest for awhile.

Registrations forms were made available for the Fall Show at the RegistryHotel and a final planning session scheduled for Aug. 27th.

Tim (Continued next column)

McGovern gave a report on the IPMS Nationals and reported that the aircraft Models were not as good as expected, but the armor, ships and figures were all great. Next year Milwaukee will be the host of the Nationals. Tim won A 3rd Place with his F-4 Phantom. For the first time, the EAA/Oshkosh people did not honor the club's membership cards and felt this was just an oversight. Chuck Mayer, George Minarik and Jim Linneberg are the members of the nominating committee to get a list of nominees for the upcoming TCAH election. 80 to 85 tables have been reserved for the fall show. Member Nick Waters was presented with a plaque in appreciation of his service to the club. Nick is being transferred away from NARDET, and was our sponsor for the meeting place at NARDET. There are still copies of the 1978 TCAH Annual still available for \$1.00 postpaid, or .50 each over the counter. See Ken Ring.

George Minarik is accepting bids on the Strombecker Dealer Display Board, which can be viewed at Ring's Hobby Center until October 15th. Club Officers: President- Charles B. Mayer; Vice President- Ken Johnson; Secretary- Len Peterson; Treasurer- Ed Kueppers; Editor- Ken Ring.

FOKKER D VIII

By Merrill Anderson

The Fokker D VIII, the last Fokker design of the War, has an enviable reputation, but one that is not wholly deserved. The design was advanced, and efficient, and considering the powerplant, (the same Oberusl 110 HP that had powered the Fokker Dr. I Triplane) it was fast and quick climbing. When first introduced (as the Fokker E V) in June of 1918, it was a German fighter pilot's dream, fast, maneuverable, and with excellent visibility from the cockpit. The D VIII was given the nickname "the flying razor" at some point. Despite the ferocious name, and a good deal of after the fact praise, the D VIII saw very little combat, with only a handful of victories recorded.

Website of the Month

By "Texas" Terry Love

WWW.AVITOP.COM

This web site means "aviation is tops" and this is a truism about this site. It has an interactive F-16, great links, and a request page for all N numbered registered aircraft.

WWW.TGPLANES.COM

This site has some great links to other aviation-related sites. Warning!! You could spent hours looking at this site. Do not pull it up if you have only a few minutes on the computer.

WWW.AVIATION-TOP50.COM

This is another site with great links to other aviation web sites 50 of them, anyway. However, each of the 50 lead to other sites. Check out the site on the Aurora secret airplane!!!

On the Tables—May 2001

By Dave Kitchel

1/48 Me-109	Jack Mугan
1/72 A4-2	Frank Cuden
1/48 I-16	Frank Cuden
1/72 Alb. D-V	Johannes Allert
1/48 Mig-3	Patrick Butler
1/48 Me-109T	Bernie Kugel
1/72 Letour	Bernie Kugel
1/48 P-38	Dick Schiebel
1/48 F4F	Dick Schiebel
2 1/72 Boeing377	Mark Krumrey
1/48 Me-109	Tom Norrbohm
1/48 A6M2 Zero	Tom Norrbohm
1/48 B-17G	Dave Kitchel
1/48 FW-190D-9	Steve Jantscher
1/72 A1 Skyraider	Steve Jantscher
1/48 Mig-3	Mike Rybak
1/72 Tiger II	Steve Hustad
1/76 Sturmtiger	Steve Hustad
1/72 I-15	George Mellinger
2 1/72 II-4	George Mellinger
1/48 I16	Dennis Strand
1/48 Me-109	Emil Solinoz
1/48 Yak 9T	Steve Erickson
1/48 Yak 1	Steve Erickson
1/48 Bf-109G	Steve Erickson
1/48 Fw-190A8	John Bernier
1/48 Me-109B	John Bernier
1/48 Me-109B	John Bernier
1/48 I-16	Joe Grimme

First Looks – Hasagawa's New 1/72 A6M5c Type 52

By Ken Hornby

I got one of these Monday from Squadron. It has a new style box. At Least it's not a type I've seen before. Cleaner, simpler, less cluttered with words and pictures, it's reminiscent of their really old boxes from the late 70's. The kit's in the usual grey plastic. They give you a new parts tree with the 52c wing, new armament, and a new larger drop tank with some sort of weird fins on it that you're instructed to cut off anyway. Although there are bomb racks on the wings, your not provided with any ordinance. There appears, (I say appears because I haven't opened the plastic bag yet), to be a new cowling also. In perusing the instruction sheet, I see there are quite a few parts marked "Do not use", so it seems they are common trees to the other Zero kits Hasegawa produces. As I said, I haven't opened the baggie yet, so I can't comment on the fit of the parts. Overall, it's got to be better

Ship Model Competition Notice

By Bob Steinbrunn

The Wisconsin Maritime Museum at Manitowoc (<http://www.wimaritimemuseum.org>) is having their annual Model Ships & Boats Contest August 4 & 5, 2001.

Since several TCAH members have an interest in ships I thought I'd post the relevant information for your nautical information pleasure.

This interesting competition and symposium is held each year at the Museum and at the adjacent Inn on Maritime Bay in Manitowoc, Wisconsin. Open to ship modelers of all eras and types, the event is held inside the museum and is open to the general public.

For the second year the competition is sponsored by Seaways' Ships in Scale magazine (<http://www.seaways.com>), the premier ship modeling publication in the U.S.

The competition has various categories and corresponds in scope

and competitiveness to an IPMS Regional Convention. Saturday's presentations include carving model ship figureheads, woods for model ship building, and building a model of the USS KIDD, a World War II FLETCHER class destroyer. (Yes, that would be me, and I'll be making a 45 minute presentation

from 3:00pm to 3:45, with a question-and-answer period following. All is not lost, however, since the bar at the Inn on Maritime Bay is open during this presentation!)

There is a banquet Saturday evening, buffet style, which includes Broasted chicken and baked lemon cod. Most of the awards will be announced at the banquet.

Sunday will have a roundtable discussion on ship modeling tips and Techniques in the museum's library. "The People's Choice" award, voted on by museum visitors, will be announced on Sunday at 3:00 pm, after which models may be removed from the museum.

The museum is of modest size but excellent, with numerous interesting-displays and a model ship gallery. Outside you'll find the USS COBIA, a World War II GATO class fleet submarine which is in such pristine condition inside and out that during your tour you'll feel the crew has just left briefly for lunch and will be returning shortly to fire up the diesels and motor out into Lake Michigan. During the war 28 submarines of this class were built in Manitowoc and were barged down the Mississippi for eventual launching in the Gulf of Mexico. They served in the Pacific with distinction.

An entry form with the categories, rules, and awards can be downloaded From the museum's Web site, as well as nearby lodging information. Further particulars may be had from the contest chairman, Kurt Van Dahm at: kurtvd19@voyager.net



Classic Jane's for sale

I recently came across a library sale, and picked up many classic (original) Jane's books. I have the following volumes for sale: Jane's Allthe World's Aircraft, '76-77,'79-80,'81-82,'82-83,'83-84,'84-85,'85-86,'86-87,'89-90. I also have Jane's Armour And Artillery volumes '79-80,'83-84,86-87, and Jane's Weapon Systems volumes'70-71,'80-81,'88-89. These are the big format, very thick and heavy books we've all seen before. Each volume is \$16.00, or \$15.00 each if you buy two or more.

Contact:

Steve Jantscher at
SJantscher@aol.com, or (952) 447-4375



Free Russian SIGnals

By George Mellinger

Cotinuing the exploration of the new Aeromaster sheet, Falcons of the Red Star II, this month we consider Ivan Nikiforovich Stepanenko, one of the USSR's leading fighter aces, with an official total bthe authorities.

Ivan was born in 1920 in the Ukraine, and grew up on the local collective farm. He saw his first airplane only in 1931, and immediately decided to fly. At age 18, he moved to the city, and began studying at the local aeroclub, and were sent to the 4 IAP, near m and he was surprised by a pair of Bf-109s and killed over the aerodrome. The rest of 1941 was a series of defeats and retreats, costing almost all the aircraft and many of the pilots. During these first months Stepanenko did not score any victories, but he also avoided becoming someone else's victory. At the end of the year the 4 IAP re-equipped with Hurricanes, which were too slow, insufficiently maneuverable, and whose 7.62 machine guns were too light. During one training flight in February 1942 Stepanenko got in serious trouble. While returning to his field the motor began to lose power and then cut out during the landing approach. Although he managed to get his wheels down, he missed the runway and ended up sticking with a battle going on below, there was no telling where his parachute would land him. Diving down, Stepanenko, lowered his gear and landed in a grain field. Jumping out of the cockpit, he ran for the woods, as his aircraft was strafed and broke into flame. By nightfall, he was back at his unit, and was sent to the hospital to have shell fragments dug out of his head; this wound would bother him periodically the rest of the war..

Finally, during late August, the 4 IAP received new Yak-1s and Yak-7Bs and was transferred to the Stalingrad Front. Stepanenko was also promoted to Starshina (Sergeant Major) and given

and given command of a flight. However, his fortune did not change much. While he began to score victories repeatedly, he was also being shot down himself almost as often. On October 6, during a recon flight, he and his wingman were attacked by 4 BF-109s. Initially Stepanenko tried to avoid combat, but was boxed in and his wingman shot down. Forced to fight for his film, he shot down two of the messers before his own fighter took a hit in the engine and cockpit and went down. Stepanenko made another forced landing, but was able to retrieve the camera, and completed the mission. It was the last time Sepanenko was shot down. During the spring of 1943 Stepanenko and the 4 IAP fought over the Blue Line and the Kuban, one of the war's epic air battles. In June 1943 the regiment was given a rest, and new Yak-9s. Stepanenko received White 17, now immortalized on decals sheets. Now one of the 4 IAP's leading scorers, and a Senior Lieutenant, he was allowed the privilege of his caricature of Goebels on the side. Later in 1943 Stepanenko received the Yak-9T, with the NS-37 cannon. This was Red 4, also included on the decal sheets. Stepanenko flew both aircraft intermittently, often allowing other pilots to use White 17, as he came to appreciate increasingly the 37 mm cannon. They returned to the Bryansk Front at the end of July, and fought in the Orel sequel to the Kursk campaign. Now Stepanenko had both experience and a fighter equal to the Germans, and his kills began to increase. On August 7 he shot down two FW-190s, one of which was flown by Hptm. Heinrich Höfmeier, Commander of 3 St. / JG51, and a 96 victory ace with the Knight's Cross.

At the end of August there was a nasty incident when the 4 IAP was supposed to escort a mission by II-4 bombers of Long Range Aviation. They were to sit in their cockpits and take off only when the bombers arrived. The bombers never showed up, and Stepanenko's regi-

Got the emergency call later. The bombers missed their navigation point and continued on without escort and were intercepted by Focke-Wulfs. The 4 IAP flew off to the rescue, not even taking time to assemble in formation. Stepanenko shot down a '190' but his own aircraft was also damaged before he could return home. The massacre of the bombers led to a commission of inquiry, but the 4 IAP was found not at fault. Two weeks later, when the bombers successfully linked up with Stepanenko's Yaks before continuing their mission, the raid on a German fighter field went off without losses.

In March 1944 Stepanenko returned to the hospital for more surgery on his old head wounds, remaining through May. While there he was awarded the HSU. He returned to the front at the end of June, in time for part of the battles in Belorussia. In the fall the 4 IAP was directed northward,, and Stepanenko took part in the fighting over the Baltic countries and Kurland. Most missions were flying escort for shturmoviks. On one of these missions, on February 16, he and Aleksei Ryazanov (2xHSU, 31 individual and 16 shared victories) shot down two FW-190s, one of which was flown by Oblt Otto Kittel (Swords, 267 victories), the Luftwaffe's 4th ranking ace. On May 7, caught a German aircraft flying at low altitude and shot it down. some time during 1944, Stepanenko had been promoted to Major. During the war he completed 414 sorties, and fought 118 air battles. He received his second HSU on August 18, 1945. Ivan Stepanenko remained in the VVS until 1976.

(IPMS con't) Even though the total membership numbers have leveled off at the current number for some time now, the organization has become more sophisticated in spite of it's many shortcomings. Early on, the main purpose of IPMS seemed to be just building the infrastructure that would support the regional and national contests.

To organize chapters, create a newsletter, and later a journal. In the early years there were few resources available to the modeler, and there certainly was no Internet magazines, or any other publications for that matter, with the exception of Scale Model magazine. Today, it is a different story however. There is a glut of information available to the modeler. We are in danger of information overload. Where is our focus?

Over the years I have watched our hobby evolve just as you have, into what it is today. We might not appreciate the fact that IPMS has evolved also. The regional and national contests have grown into very large undertakings, to the point of having difficulty finding big enough venues for the event. It takes an incredible number of volunteers, as well as big bucks, to make these events successful. The stakes are very high. In my opinion, IPMS has done a good job trying to maintain national standards for the rest of us, without keeping the chapters under their thumb. Chapters are given a lot of latitude to run their clubs as well as their regional as they see fit, within reason, under the IPMS umbrella.

So what is IPMS doing for the modeler these days you might ask? Well, quite a lot actually. They provide the insurance for the chapters regional contest events, as well as the nationals of course. This is no small thing in today's world of litigation. IPMS has proven to be the modeler's spokesperson to the manufacturers, who make our hobby an on going thing. I believe IPMS has been very instrumental in getting the manufacturers ear.

IPMS has taken the long view, reaching out to the young modelers, who will insure that the hobby will continue in the future. This has been an anthem with IPMS for many years now, with the Make and Take program being just the latest effort to accomplish this important goal.

IPMS has stayed current with the computer age creating it's own web site to keep the members informed of events. The journal also has stayed as current as possible in this electronic age of instant information.

The Journal continues to suffer, as all quarterlies do, trying to inform the reader in a timely fashion in a fast paced industry. I expect there will be changes here in the future also.

IPMS has tried every method to increase membership. Recruitment has never been easy and I believe most chapters haven't done much to help. Our own chapter is a good example of that. The dues have always been very reasonable. Certainly a better investment than some of the books or kits we have bought. You must remember volunteers, who have given up their time at the model bench to serve the rest of us, have accomplished all this through the years. The baton has been passed many times. Have there been failures? Yes. Have there been mistakes? Of course there has. But there have been far more successes for which very little credit is given. I have been a member of IPMS for many years. I have taken advantage of the benefits. I have enjoyed going to, and participating in, a lot of regional and national events over the years. I am sad to admit I have been guilty of not responding to desperate pleas from the national organization for help. For all the enjoyment and friendships I have experienced, I have given very little back, other than my dues. I honestly believe the hobby would not be where it is today were it not for IPMS, I also believe that if we don't show them stronger support, there will come

a day when there won't be an IPMS to kick round anymore. If you are a modeler and are not currently a member of IPMS, I urge you to reconsider. Think about it...

Join the TCAH Mailing List!!

We've setup a e-mail list for members of TCAH to keep up to date on the current club events and news. You can join by going to the TCAH website .





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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 Steve Erickson at (763) 521-9948

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

Meetings are held at the Minnesota Air National Guard Museum, a half mile south of Hwys. 55 and 62 on Minnehaha Avenue. Phone (612) 713-2523.

Mail Newsletter material and address changes to the editor.

Twin City Aero Historian
Attn: Jim Kaltenhauser
8219 Emerson Ave. S.
Bloomington, MN 55420

Return address requested