

The Aero Historian



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December 2003



An Augusta A-109C air ambulance, the helicopter flown by Bob Steinbrunn.

The Night I Owned the Sky by Bob Steinbrunn

Looking back on the events of September 11, 2001, most of us still carry intense feelings which affect how we look at the world today. I count myself among those who do since I was in an unusual position when all of that happened. I was on duty at the hospital that evening, airborne, and had a ring-side, front-row seat to local events in the Minneapolis area. I wrote a post to the TCAH message list several days later which provided the framework for this remembrance. Here is what, in part, I wrote: "During these tragic and trying days all civil aircraft have been grounded with the exception of those providing Emergency Medical Services. This usu-

ally means helicopters, and that means me.

I fly an Agusta A-109C high-speed, twin-turbine, retractable landing gear, fully-instrumented, autopilot and flight director-equipped, filled-with-more-computers-than-I-know-what-to-do-with medical helicopter. This is one of five Agustas my hospital, North Memorial Medical Center in Minneapolis, provides to those in need over a five-state area.

During this no-fly period we are allowed to continue to operate but need a special authorization from Minneapolis Air Route Traffic Control Center, the long-range radar facility located in Farmington. We have to provide detailed information on routes, times, altitudes, aircraft call sign, transponder code, crew

names and Social Security numbers, and several other items. We are required to remain in radio and radar contact for the entire time of the flight, not an easy thing to do when you're landing at a remote hospital or accident scene to pick up a patient.

I had an emergency flight Tuesday night at midnight, and after phoning in and receiving my authorization, we launched into clear night skies. The Minneapolis downtown is very striking and beautiful at night: tall glass buildings, a mixture of modern and period architecture, and a veritable sea of lights everywhere. Everywhere, that is, except in the sky.

Normally I spend quite a bit of time scanning for other air traffic in

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TCAH This Month

The monthly meeting will be held Saturday December 13 at Fleming Field, South St. Paul, beginning at 1:00 PM. Socializing and vendor baiting will begin about 12:30. So come early. This month our theme is Bits of History/ historically significant aircraft and the 1/72 scale single engined jet contest. There will also be a special surprise on the raffle table.

General Meeting Minutes

November 9, 2003
by Bernie Kugel

The meeting was called to order at 1:00 PM, and moved to the business of electing new officers, and a re-vote of the decision to seek the IPMS National convention. The new officers are: president - Ken Hornby, Vice President - Bernie Kugel, Secretary - John Dunphy, and Treasurer - Tom Norrbohm. By accord, the new president will be addressed as Ken the Second.

In a reversal of policy, the club decided not to seek the IPMS national convention venue. Of the members present and voting, the vote was 31 "Yes" and 20 "No" or abstaining. However, the decision to count absentee voting turned the tide since 6 members submitted "Yes" votes while the remaining 31 absent members who did not send in votes, under a consistent policy had to be counted as "No", giving a total of 37 yes votes out of 88 members, defeating the pursuit of the IPMS Nationals.

After announcing the election results, the membership agreed to postpone all other old and new business to the monthly business meeting where Ken II could begin to set his agenda. And we moved promptly on to the club auction. Free! Free!! Free at last!!!

Treasurer's Report November 2003 by Tom Norrbohm

As of November 17th we have 64 members who have renewed out of 89 total members. The official deadline is Dec. 31st. We also have money! The club cleared \$896.00 from the November Auction and we have a balance of \$8414.27.

On The Show Table November 2003

Due to the club auction, nobody brought anything for show-n-tell, justly fearing his prized work would be sold for a high bid. Show table reports resume next month.

Business Meeting Minutes

November 15, 2003
By Johannes Allert

The November Business Meeting was held at Tom Norrbohm's home with Ken Hornby, Bernie Kugel, Tom Norrbohm, Dave Pluth, Gary Anderson & Johannes Allert in attendance. President Ken Hornby called the meeting to order at 1 pm.

Old Business -

Ellis Nelson has resigned from TCAH after receiving a letter and a follow up phone call from former President Ken Sallman.

Fleming Field Memorial Display Case - Target date for the redesign of display case is May. Members who have volunteered for the project should bring their models on May 8th. Planned updated graphics and glass shelves. Important to have map showing where Battle of Midway took place.

Webmasters for TCAH Website - Ken Sallman & Dave Gawboy have agreed to take over responsibilities from Dave Pluth. Final transition to take place in June.

TCAH Club Logo - Concern over selection process was discussed. Although some members disagreed over final selection, all agreed that process was mismanaged. Nevertheless, the vote stands as is. Artist (s) will be contacted to revise concept drawing with review by TCAH members of final product. It was decided that vote stands until next administration reviews logo.

Final additions to TCAH Club roster will be at January meeting. New roster will be distributed at February meeting.

New Club Business

Revised and update Club Constitution & By Laws -Discussion was held on whether or not to have committee formed or Club Officers to review constitution & By Laws. It was decided that Club officers will do review with final approval by membership as soon as possible. Club Raffle - Lack of kits, and participation. Proposal to approach local merchants to buy kits and raffle them at meetings. Bernie Kugel

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& Ken Hornby to review. Get approval from Club Members to use club funds to buy kits at December Meeting.

Take-a-ways - Proposal to have members share hobby expertise such as airbrushing, dry washing, etc...Share Historical data. Anyone interested, please contact Club Officers. Members will also be asked directly via survey. What would you like to see? Who would you like to see teach it? Target date for survey is the Jan. Meeting. Bernie Kugel to hand out form.

Club Photo - Ask Commemorative Air Force for TCAH to pose with aircraft in front of their hangar. Target date May 8th meeting. Bernie & Ken to contact CAF.

Monthly Themes - Members present picked monthly themes, along with new idea to introduce 3 "Campaign theme" contests.

Club Contest/Pizza Party/ Membership Awards - April 10, 2004 will be a big meeting. Club Contest will be run by Steve Macy & Bernie Kugel. Pizza Party and Membership Awards to be presented.

Nominations for club awards to be requested at December & January meetings. Voting to be held in February. Presentation of awards at April Meeting. Tom Norrbohm to contact Lakeville Trophy.

Renew the Historical aspect of club - Having column and announcements of aircraft restoration, accidents, Museum news, etc. Members are strongly encouraged to provide info in newsletter and at meetings.

Banquet - Discussion was held about having a club sponsored and paid banquet for members. Members decided to forgo idea. Perhaps hold an informal catering as well as give \$5 discount for renewals starting in November 2004 for 2005 club year.

Meeting was adjourned at 3:45. Enjoyed Flight Sim Demo of Red Barron 3D enhanced version at Tom's Computer. Thank you Tom for the invite, food and a good time! Next business meeting to be held after the regular meeting in December. Members are encouraged to attend and give input. It's your Club!

From the President

by Ken Hornby

Where to begin? This is my first try at this Presidency thing, and as those who have held this position before me could probably tell you, it's a bit more difficult to write this column than to simply read it each month! First off, I'd like to thank everyone for entrusting this position to me. I truly believe that TCAH is the premier aviation and modeling club around today (anywhere) and I'm proud to be a part of it. For those of you who don't know me, my name is Ken Hornby. I've been a member for about 12 years. I ran into Mark Copeland at the now-defunct Hobby Depot, remembered him from Custom Model Hobby in days gone by, and he invited Johann Allert and I to attend a meeting. I had caught the modeling bug from an older neighborhood kid when I was seven or eight years old. I am a veteran of raging air battles in the flak-filled skies of my back yard as I and my friends, including that other future TCAH member Johann Allert, endeavored to push our latest model bench creations to victory. Also, with the cannons of our model tanks belching imaginary flame, we pursued the retreating enemy across the fields of France, Russia, or North Africa, depending on the day and outside temperature. I've taken breaks from modeling while in the service and most recently while starting a family, but I've never lost my passion for anything aviation or military.

My vision for the coming year is relatively simple. I want to try to keep the meetings fun and get members more involved in making that fun happen. I hope to make the monthly meetings more than an excuse to come see the latest and greatest and go home. We as a club have been focused for a long time on our "outward appearance". In the last several years we've had Steve Hustad lead the hugely successful Nordicons, including an IPMS Regional, and Ken Sallman's energies maddeningly wasted on a sadly futile IPMS Nationals bid. Steve has stepped down from the

Nordican chairmanship, and the club has decided to forego the contest, at least for this year. At our last meeting the membership voted not to pursue a second Nationals bid.

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Contest Calendar

- | | |
|----------|---|
| 12-13-03 | TCAH Members only invitational Single Engine Jet challenge |
| 2-7-04 | 5th Zumbro Valley Scale Model Contest & Show
9:00AM-4:00PM
Stewartville Civic Center |
| 5-7/8-04 | R-5 Con- KC-Con
Kansas City Expo Center
Contact: Darren Roberts
913-782-1159
Darren.roberts@ipmsgreatplains.com |

TCAH Calendar

January - Luftwaffe aircraft.

February - Campaigning Theme North Africa/and Mediterranean; aircraft, tanks, either side.

March - Saint Paddy is wearin' the green, and this month so should your aircraft. Olive Drab is a sort of green.

April - TCAH Club Contest. No special theme.

May - VE Day - Late war European Theater. Luftwaffe models returning from January will be shot down.

June - RAF & Commonwealth

July - Red, White & Blue.

August - Campaign Theme - Guadalcanal.

September - Aircraft of the War on Terror.

October - TCAH salutes the United States Marine Corps.

November - Club election & auction No theme.

December - Campaign Theme - Eastern/Russian Front.

Local Boy Makes Good - Mark Krumrey Kicks Djibouti!



TCAH'er Mark Krumrey, who is a Marine Reserve Master Gunnery Sergeant in his spare time, meets General Tommy Franks and discusses the scenery in beautiful, downtown Djibouti, just a stone's throw from not-so-beautiful suburban Djibouti. "It's not a nice place to visit, but I wouldn't want to live there." Note the concertina wire, primarily intended to keep the troops *in.*, rather than the locals out. "I'm gonna kick this place once and for all. It was a fun break listening-in on terrorists and defending the country, but now its time to come home and get back to the serious business of rescuing plastic airplanes from the Shelf of Doom." We expect that this December Mark will attend his first TCAH meeting in almost a year. Come greet him.

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Therefore, I believe the time is ripe for us to "look inward" and see what we can do for ourselves as a club. To that end, you will find listed below some of the things I hope we can accomplish this year.

I'm writing this shortly after the November Business meeting at Tom Norrbohm's and my head is still spinning. You'll find the complete Business Meeting minutes elsewhere, but there are a few things I'd like to expand on. Firstly, a big thanks to those members who made the annual Club Auction a success. The club raised almost \$900.00! Pat Butler and Terry Love made sure the bidding ran smoothly and the breaks every hour made Tom's accounting job much easier. If we don't hear any negative comments, we'll incorporate those breaks as a standard feature of our auction next year.

The next issue concerns the Fleming Field Memorial display case located outside our meeting room. TCAH, working with the airport manager, has agreed to give the display a face-lift. We currently have members building models to place in the display, but we would also like to replace the graphics currently in the case. Anyone who has expertise in such a field and is willing to donate their time and talent is encouraged to contact myself or another of the club officers.

Another issue pending is the new TCAH logo. What was presented to the membership was only a rough draft. The member who first was approached to finalize the design has declined to do so and we are hoping there may be another club member who would be willing to take on this project. Our intent is, if at all possible, to find someone within TCAH who can complete this

project in a professional manner and have it finished in time to be voted on in February, along with several other issues to be decided at that month's meeting. Again, any member who feels he has the ability to complete this project (or knows someone else who does) is asked to contact one of the club officers.

The next item members should be aware of concerns updating our Constitution and By-Laws. There are some items contained therein that are either outdated, unclear, or because of current practices, missing altogether. We will be addressing the proposed changes at the December Business Meeting, to be held immediately after the General Meeting.

I'd also like to refocus attention on the Historical aspect of our club. To that end we are looking for someone who would like to be the point of contact for information related to the warbird community. That person would collect information monthly (from various magazines, club members, or other sources) and write a short column for the newsletter a la Terry Love's "Airline Chatter", but with a warbird/airshow slant.

One of the other items discussed involved the club raffle held (theoretically) each month. Interest and participation seems to have dropped off. At December's general meeting I'd like to discuss approaching the various contributing vendors about partially paying for the items they donate, with the proviso that TCAH chooses the item to be raffled.

The last thing I'd like everyone to think about before the General Meeting is it's time once again to nominate members for our Club awards: Historian, Modeler, and Newsletter Article of the Year; Member of the Year being chosen by former winners of the award. We'll be taking nominations in December and January with voting taking place in February. Awards will be presented at the April meeting, coinciding with the Club Contest and Pizza Party. Now is the time to start thinking of persons you'd like to nominate!

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The Campaign Trail

by Bernie Kugel

For 2004 the TCAH is going to have a new addition to the Show-N-Tell display. Three times a year we will have "Campaign Themes". A mini-contest for the modelers of TCAH. I will head the mini-cons, and if anyone wants to help me that would be great.

The rules are that the model, figure, or artwork must pertain to the chosen campaign. The members present at the meeting get to vote on their favorite. And the winning entry get a \$10 gift certificate good at either Hub Hobby. As with the IPMS-cons the no-sweeps rule applies. As for models: aircraft, ships, armor, vehicles, and weapons will be accepted as long as they are built and appropriate markings applied for the campaign. And unlike previous club contest it can be a model build yesterday or years ago.

Now on to the campaigns:

First, to give us the feeling of warmth during the month of February, we are going to North Africa and the MTO during the time of 1940-1944. We will stand alongside Rommel as he makes his way toward Egypt. And fight with Patton at the Kaserine Pass. And defend the island of Malta with a few string-bagged Gladiator fighters. To help us out please wear your shorts and Hawaiian shirts.

Second, as a really cruel joke about our sticky, hot Minnesota summers. In August we make our way to Guadacanal in 1942/43. Make Pappy proud as Corsairs make mincemeat out of the meatballs on those Zeros. As Stewarts and Shermans slog their way through the jungles of the Solomons. As warships fight their way down the slot.

Third, as we start having to scrape the white stuff off our windshields and driveways. In December we help the Motherland push the fascist pigs back westward in the Battle of the East. From the start of Operation Barbarossa to the fall of Berlin, help make living space for the Fatherland. Drive the communists over the Urals. From Flying tanks and varnished coffins to Ti-

Web Sites of the Month

By Terry Love

This month's theme for websites of the month is airshows. I was amazed at how many of them that there are around the country and the world. It seems like everybody LOVES airplanes. The airshow season is over for this year, but plans for next year are almost done.

1- WWW.AIRSHOWS.COM - This website lists EVERYTHING that you might want to know about airshows. They have a page in this site that all you do is select the month and the state, and up comes a list of all airshows that there are. What a way to plan a vacation for next year.

2 - WWW.FLIGHTLINECOLLECTION.COM - If you want an item from an airshow, this is where to get one. They have Thunderbirds and Blue Angels stuff galore, and kids stuff, posters, hats, etc.

3 - WWW.SKY-FLASH.COM - This is mainly for the European airshows, but it includes ALL of the international airshows, including the US. A great page in this website is all about foreign aerial display teams from various Air Forces of the world.

4 - WWW.AIRSHOWS.TV - This is a British website, but it has great photographs, videos, news updates, etc. Check out some of these photographs. Wow!

5 - WWW.LANDINGS.COM - I have mentioned this website before, but it deserves repeating. This is a great website. As far as airshows are concerned, just click on events, and it is everything about that specific airshow that you might need to know.

6 - WWW.STEEHOUSER.COM - This is run by a Dutch guy, but the photographs in the website are really great. Check it out.

gers and Stukas will make any comrade proud to be fighting alongside the TCAH.

Please feel free to contact me with any questions you might have.

Now start building or dusting off pieces in the display case.

A Reliant Christmas

By Frank Cuden



This is a photo, via Jack, of Hallmark's 2003 Christmas ornament. Obviously, a Stinson Reliant.

I want to share a little story in the newsletter with everyone regarding this ornament. Shortly after my Cavalier Turbo Mustang article appeared in SAMI, I received a note from the editor, indicating someone had sent an email to the editorial offices with a few questions about the build. I subsequently answered the email and it turned out the contact lived just 60 miles down the road, in Hampton, Iowa. Some of you may recall that I had him as a guest at a meeting this past Summer. Fast forward to September of this year. He (Jim Suter), Sid and I met at the Mason City Airport to watch the National Air Tour come through and it was at that time he told me the story of the Hallmark 2003 ornament. The real Stinson Reliant which was used to portray the ornament is owned by a doctor who bases it at the Hampton Air Port. It seems that a year earlier, he had the Reliant at an airport in Kansas City for an airshow. A Hallmark rep came up to him, asking to photograph the airplane as they were thinking about using it in miniature for the 2003 ornament. Jim subsequently said he would get

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Spraybooth Logic

Be Not Ashamed

By Dave Pluth

So modeling isn't one of those glamorous hobbies that help you pick up women. It doesn't make you the envy of little kids; after all you've never seen a kid hanging around outside of a model contest looking for autographs.

Modeling is however a hobby that we shouldn't be ashamed of, but many modelers are. Do I mean that we hide our faces or pretend we are just walking by the hobby shop if others are around? No. Do I mean that 20/20 is going to be doing an expose' about modelers and you may have to appear on screen with your image and voice altered? Umm, no. What I mean is that modeling isn't something that is the first thing out of our mouths when someone asks me what we do in our spare time.

Why is this? Well, I can come up with several reasons, none of which really forgive the fact that we don't give our hobby an even break.

Reason 1: It's just not "cool". Let's face it, they don't make movies about it, you don't see baseball cards of famous modelers and rarely if ever do you see modeling featured anywhere outside of modeling magazines. Our cool factor is very, very low.

Reason 2: Little kids do that. While this is somewhat true, for most people the hobby goes back to the days when they were kids, spending time slapping together pieces of plastic and blowing them up or playing war with them out in the sandbox. I have to admit, it does get tiring, trying to educate people on the historical aspects of the hobby as well as the amount of time and craftsmanship that is dedicated to building a single model.

Reason 3: It's just not all that politically correct these days. Let's face it, we build war machines and things with Swastikas on them. These are not high on the list of currently acceptable things in society. History be damned (and forgotten!), it's just not right, or at least that's what the PC crowd wants you to think.

Now don't get me wrong, I'm not

advocating that you go to your rooftop and shout your allegiance to modeling. That will just get you medicated and put into a lockup somewhere (which some days may not sound like a bad thing).

What I am saying is that if the hobby is important to you, you need to educate people about it. I'm sure that each of us has had people in our lives that have got us interested in a hobby because of their passion. I know that we all know other modelers that have inspired us to build something that is outside of our area of interest.

The bottom line in all this is that if the hobby is to grow and prosper we have to get more people interested in it. So, how do we go about this?

First, start by bringing your work out of the back room and putting it where people can see it. Negotiate display rights with the head of household for a small spot where people might actually see what you build. If it's possible, bring a completed kit into work and put it on your desk. When folks ask about it, explain what it is and what it represents, talk about the history and about the people who flew/drove or were the subject of the piece.

Bring your friends to model shows and give them a tour. Don't just send them off to the "look at the pretty things". Talk about the various facets of modeling, be it cars, tanks or aircraft, all modeling is good modeling.

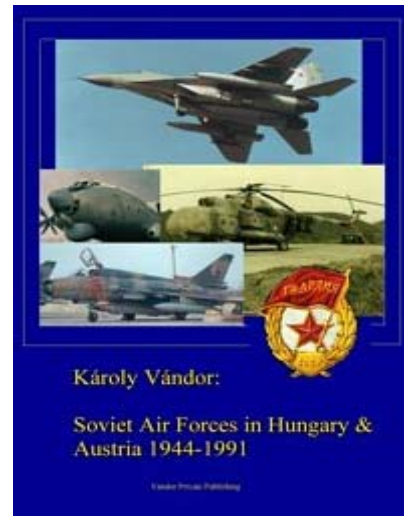
Finally, if someone shows interest, invite them over to build with you. Give them a kit (a nice kit from the shelf of doom!) and help them along. Show them what an airbrush does, show them how not to poke themselves with the Xacto knife and show them how to un-stick their fingers when they glue them together with super glue. Make their experience a successful one and they will be back.

The bottom line is that we all need to spend a little time giving back to a hobby that has given us all so much. If that's as simple as showing people your work or helping someone build their first kit, so be it, but you do owe it to the hobby

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Cold War Airpower and Hungary

by George Mellinger



Throughout the cold war years western analysts - and aviation enthusiasts focused their attention on the Soviet air forces in East Germany. The 16 Air Army was the main combat threat on the main German front, most often the first place where new Soviet tactical aircraft were seen, and not least, it was the largest higher level grouping of air units within the entire USSR or Warsaw Pact, with 21 air regiments, and 2 independent squadrons, as well as 11 regiments and 7 squadrons of army-assigned helicopters, often reinforced by temporary deployments. Additionally, the Northern Group of Forces in Poland contained the 4 Air Army - two divisions of Su-24 Fencers, a fighter division, and 2 reconnaissance and EW regiments, and at least one helicopter regiment. The 26 Air Army of the Central Group of Forces in Czechoslovakia had another composite tactical air division and 2 helicopter regiments. All these units in the event of war would have been assigned to support the thrust into Germany. Almost forgotten was the Southern Group of Forces and its 36 Air Army, based in Hungary. Though the 6 air regiments and 2 helicopter regiments and 6 squadrons were more numerous than the forces in Czechoslovakia, they received less attention since they would support

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Airline Chatter

By Terry Love

Northwest Airlines begins service on December 17 from Flint and Grand Rapids to the Florida cities of Tampa, Orlando, and Fort Lauderdale, in order to take some of the load off of the NWA hub at Detroit. Air France bought KLM for around \$900 million.

Northwest Airlines retired Douglas DC-9-31, N914RW, fleet number 9962, msn 47362, the 492nd DC-9 built, and originally delivered to Hawaiian Airlines and later purchased by Hughes Air West. It flew to Arizona on October 1, and it will probably never fly again since it has over 98,000 cycles on the airframe, and 82,700 flight hours. To replace 9962, NWA is pulling out of long-term storage Douglas DC-9-32, fleet number 9623, N623NW, msn 47591, the 70th DC-9 built, and delivered on September 13, 1973 to Italia Airlines. 9623 has only 63,900 cycles, and 59,000 flight hours on the airframe.

Northwest Airlines is considering terminating its contract with Mesaba Airlines as a feeder for NWA. The contract runs out on December 15. Since NWA owns Mesaba's jet fleet of Avro RJ-85s, the jets could be grounded on April 25, 2004. They have 36 of these regional jets. Mesaba plans to park 5 of these regional jets this winter. Mesaba also has 68 Saab 340 turboprops. These will not be effected. Mesaba Airlines presently serves 109 cities in 28 states and Canada.

Pinnacle Airlines, the Memphis-based airline owned 100% by NWA, will lay off 140 employees in January, coinciding with NWA's 20 percent cutback, and de-emphasizing of Memphis as a hub. However, Pinnacle Airlines will increase their employees at Minneapolis and Detroit as they expand there with the de-emphasis of Mesaba Airlines at these cities. Pinnacle is scheduled to take delivery of about 30 more CRJ regional jets over the next two years.

Northwest Airlines earned \$42 million in the third quarter of 2003. Continental Airlines earned \$133

million in the third quarter of 2003. Delta Airlines lost \$164 million in the third quarter of 2003.

U S Airways lost \$90 million in the third quarter of 2003.

America West Airlines earned \$329 million in the third quarter of 2003.

Alaska Airlines earned \$40.7 million in the third quarter of 2003.

American Trans Air (ATA) earned \$7.7 million in the third quarter of 2003.

Spirit Airlines earned \$110 million in the third quarter of 2003.

Southwest Airlines earned \$106 million in the third quarter of 2003.

Northwest Airlines has 928 pilots on furlough as of October 31, 2003.

Delta Airlines is selling 11 of its airliners and taking delivery of 8 others that are on order from Boeing.

American Airlines begins service from Minneapolis to Miami on November 1, thus further invading NWA territory.

Boeing's scheduled delivery of airliners for the year 2003, is 280.

Lufthansa will lay off 2,000 employees next year, as they continue to downsize.

Airbus ended production of the Airbus A-31- in 1998 with 255 being built.

Boeing may halt of their 747 model if more orders do not come in.

As of June 30, 2003, the Boeing 737 had sold 5,273 of all versions, making it the best selling jet airliner of all times.

America West Airlines, ATA, Jet Blue, Air Tran, Frontier, Southwest, and Spirit, all lost cost carriers, presently have a total fleet of 776 airliners. By 2006, they will operate 1,030 of 40% of the domestic airline market. By comparison, the domestic narrow-body fleet of the U S major airlines of Northwest, American, Continental, Delta, United, and US Airways, will have about 2400 total. Northwest Airlines had a load factor of 81.4 in the third quarter of 2003.

Boeing will stop building the 757 model by next year. More than 1,000 (1,054 to be exact) 757s have been built for 55 customers. Boeing will probably cease building the 767 model also, after the contract for 100 tanker versions are built for the USAF. Both will be replaced by the new 7E7 which will

be a long-range airliners with around 200 seats, built out of composite materials, and 20% cheaper to own and operate. The 757s first flight was in February of 1982.

Air China presently has 110 airliners. They are very aggressive, and plan to double their fleet over the next few years.

Boeing wants the world's major airlines to replace the early versions of the 747 with the Boeing 777-300ER. Boeing is now heavily promoting this new model. Its main competition

is the Airbus A-340-600. Boeing delivers its first 777-300ER next April. The only external difference visible from earlier 777 models, are the new wing tips, but inside, it can hold 365 passengers (A-340 holds 323), and the new 777 burns 9 tons less fuel than the A-340. Priced at about \$175 million each, Boeing expects to sell around 500 over the next 30 years. So far, Boeing has sold 63 of the 777-300ERs to 8 different airlines. Presently Singapore Airlines had 49 of the earlier 777s in their fleet, but they might convert 22 options to the 777-300ER.

Northwest Airlines pays some of the highest landing fees in the world.

The world's highest landing fees are at Narita Airport near Tokyo. They charge \$8,700 to land a Boeing 747, and the second highest landing fees in the world are at Osaka, Japan where they charge \$8,000 for a Boeing 747 to land. Other world airport landing fees for a Boeing 747 are at London's Heathrow for a 747 is \$3,000, and at Singapore for a 747, the charge is \$2,000. The highest landing fees in the United States are at Fort Meyers, Florida, where the landing fee for an Airbus A-320 is \$4,000. Aeroflot, the Russian Federation airline, has taken delivery of its first Airbus A-320. They have 20 on order.

Singapore Airlines will begin next February, the longest commercial scheduled flight in the world from Singapore to Los Angeles using an Airbus A-340-500. The flight is 16 hours long, and the return flight from Los Angeles back to Singapore is 18.5 hours. The air mileage

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is 8,765 miles.

Air Tran earned \$19.6 million in the third quarter of 2003.

American Airlines earned \$1 million in the third quarter of 2003.

KLM earned \$154 million in the third quarter of 2003.

Jet Blue earned \$29 million in the third quarter of 2003.

Singapore Airlines earned \$305.8 million in the third quarter of 2003.

United Airlines lost \$367 million in the third quarter of 2003.

Mesaba Airlines earned \$3.9 million in the third quarter of 2003.

British Airways earned \$168.7 million in the third quarter of 2003.

Lufthansa lost \$20 million in the third quarter of 2003.

Korean Airlines ordered five Airbus A-380s with options for 3 more. The deal is worth around \$2.2 Billion for all 8 of the super jumbo airliners.

Airbus now has 121 firm orders for the A-380 super jumbo double-decker jet airliner.

Northwest Airlines took delivery of their third Airbus A-330, fleet number 3303, on September 17.

KLM took delivery on October 24 of its first Boeing 777-200ER.

Northwest Airlines of its fifth Airbus A-330 on November 1. Its fleet number is 3305.

Northwest Airlines parked Boeing 757, N513US, fleet number 5513 on November 7. It had 58,400 hours on the airframe with 24,300 cycles. NWA also parked Boeing 747, N641NW, fleet number 6641 on October 29. It had 82,000 flight hours on it, with 17,300 cycles. Also NWA parked Boeing 747-200, N634US, fleet number 6634. It had 77,000 flight hours with 11,200 cycles

American Airlines may start a low-fare subsidiary airline.

Japan Airlines is going to place a large order soon. This order will replace their Airbus A-300s and Boeing 767s. It will be for 15 aircraft and worth about \$2 Billion. Deliveries to start in 2008 or 2009. Boeing is promoting its new 7E7 with JAL being the launch order. Airbus is promoting their A-330. Who will win? Both aircraft cost about the same.

Detroit Metro Airport's landing fees are \$167 per 1,000 pounds of weight per aircraft per landing. Lets see, a Boeing 747 landing weight is about 400,000 pounds.

Fort Lauderdale's airport landing fees are \$97 per 1,000 pounds of weight per aircraft per landing. Northwest Airlines will begin service Minneapolis to Pensacola beginning on December 17.

Pinnacle Airlines fleet of CRJ airliners is expected to number 129 by 2005. NWA owns all of the CRJs flown by Pinnacle.

American Airlines is dropping St. Louis as a hub that was inherited when they bought TWA. American is cutting the number of flights to St. Louis in more than half and dropping 210 flights and putting smaller equipment on the remaining flights. American is adding about 45 daily flights from their Dallas hub.

Boeing will convert 5 Douglas MD-11s into freighters for Lufthansa.

NWA will begin service Los Angeles to Las Vegas on December 26.

Alitalia will lay off 2,700 more employees.

Air China ordered 5 Boeing 737s with options for 25 more bringing the order to \$2 Billion.

Air Europa ordered 15 Boeing 737-800s.

Ryan Air ordered 100 Boeing 737-800 over the next eight years. Ryan already has 103 Boeing 737-800s. By 2011, Ryan will have 250 Boeing 737-800s. Ryan is the Southwest Airlines of Europe.

Ariana, the national airline of Afghanistan, is flying again for the first time in 24 years.

Air India will purchase 10 Airbus A-340s and 18 Boeing 737-800 airliners. The orders are worth \$2.2 Billion.

Burbank Airport near Los Angeles, has been re-named as Bob Hope Airport.

Tarom, the airline of Romania, ordered 4 Airbus A-318s for \$154 million. Tarom also ordered 2 Boeing 737-700s.

Gulf Air is shopping to purchase around 30 smaller 100 seat airliners.

West Jet Airlines of Canada will purchase 7 Boeing 737-800s for

delivery in 2005.

United Airlines new low fare airline will be called TED, as in United Airlines. It will begin service from Denver in February to Las Vegas, Reno, Phoenix, and Fort Lauderdale. Also TED will fly Las Vegas to Los Angeles, San Francisco, and Phoenix. All equipment will be Airbus A-320s. TED will use a simple fare structure, and high density seating and NO frills.

Boeing is showing their new Boeing 7E7 to more than 40 airlines that includes mock-up interiors, etc.

Boeing will make a decision about when to start building the 7E7 and where to assemble it very soon.

Deliveries could be by 2008.

Southwest Airlines is adding flights to St. Louis since American Airlines is cutting service at the former TWA hub.

The country of China purchased 30 Boeing 737 for five of its country's airlines. Cost is \$1.7 Billion.

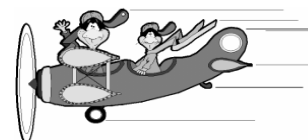
Allegro Airlines, the third largest airline in Mexico, has shut down.

Southwest Airlines has only operated the Boeing 737 in its fleet for the last 33 years. In fact, they operate 385 of the Boeing 737s. Southwest is taking delivery of 4 more this quarter, and 47 more next year. Southwest will retire at least 24 older Boeing 737-200s next year.

They will all be scrapped. However, Southwest is considering buying some smaller Embraer 190, 100-seat airliners for their smaller markets.

(Continued from page 5)

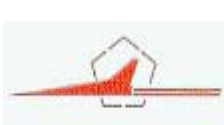
one of the ornaments and send it to me so it could hang on our Christmas Tree this year. Some time in October, a little box showed up in the mail and it contained the ornament. Very detailed and accurate with one important addition. My ornament was autographed by the owner of the aircraft! So that's my Christmas story for the newsletter. I understand the ornaments are currently available at local Hallmark shops. Merry Christmas everyone!



Russian SIGNALS

New For Your Glue

by George Mellinger



So what has been happening in the world of Russian Kits? First of all, another new company from Ukraine has announced itself. Olimp, based in Odessa has announced its first two injection-molded kits, both are 1/72 scale varieties of the JN-4 Jenny, the JN-4A/D & JN-4H/JNS-1. The announcement promises 75 parts, recessed panel lines, decal choices for two aircraft, "assembly instructions, box, and box art on the box cover". What more can you ask for? Seriously. If their first kit turns out well, they may prove a source for many other neglected Great War biplanes, since it appears they may intend to become biplane specialists. That is certainly reason to wish them luck.

Another kit which isn't really Russian, but is produced by a Russian company is the Ace 1/72 scale Grumman Guardian, in both the AF-2W hunter and AF-2S killer variants., together with the Siga AM-1 Martin Mauler, the naval aviation boys should soon have all the post-war types covered.

For the true Russianist there is also good news. Apparently the ICM 1/72 scale Polikarpov I-5 biplane has been released and is now available in selected locations, such as Poland. Hey! What about us? The I-5 was one of the classic early 1930s biplanes, and though it never saw combat as a fighter, a few were hauled out of schools to serve as night bombers in 1941. As I predicted, two variants have been released, one with the early enclosed cylinders, and the late version with townend ring. Since this aircraft was mounted on platforms above the wings of the TB-3, together with the I-16s slung underwing, we can also await an imminent release from ICM of another TB-3 zveno combination featuring at least 4 attached fighters! Above and below the bomber's wings For

those who love modeling the grotesque especially.

From the prolific A Model comes two kits long and desired, the Yak-9U, late war variant without chin radiator, and the Yak-9P, all-metal variant, the type which was used briefly in Korea and equipped other eastern countries (see the Hungarian article) at the start of the cold war. Having received a copy already, it looks to be one of A-Model's better efforts, even if those are dangerous words. Also newly available is the Yak-3 VK-107, a 1944 experimental variant, which never went into service because of an engine unreliable even by Russian standards.

Previously, GRAN has produced reissues of other people's kits, and not done an impressive job. But now they seem to have gotten an act together. I recently completed their 1/72 scale V-75 Dvina - the SA-2 Guidlien with missile and launcher. And I finished it in really bernardic time - about 4 hours, not counting a couple of breaks to let paint dry. And while the plastic is relatively soft, it is remarkably clean. I was immensely pleased, and I eagerly await their promised releases of the SA-3 and SA-5 missiles. If there is to be a divide between those who build army models and those who build flying things, a SAM and launcher might be a suitable bridge across the chasm.

Another new modeling company is Stroom, whose, first offering is a 1/72 scale Su-24M. This kit was much heralded as a vast improvement over the DML Su-24. Perhaps. Another of my Russian friends told me that it is more precise in detail, but building it is "real penal servitude". First, it appears there is a lot of surplus plastic which will need trimming. And some of the parts appear as if they may also need careful fitting. Also, while panel lines are recessed, rivet detail is overly heavy. One of the most interesting aspects is a mechanism to allow the underwing rocket launchers to pivot straight ahead when the wings rotate position. If it works, it would be a great improvement over the DML, but the mechanism suggests a potential for many unhappy hours. And the transparencies look thick, poorly formed, and of doubtful accuracy. On the other hand, the de-

calcs appear excellent, with markings for both an aircraft from the Lipetsk Test Center and the 455 BAP at Voronezh. Ah well, if the kit turns out to be that bad, the decals can always migrate to a DML kit.

On the armor front, Eastern Express has released some new 1/35 kits. First is the BTR-D, the turretless command version of the paratroppable BMD, and the 2S9 Nona, the BMD, with a turret containing the 120mm automatic mortar. Both variants saw some action in Afghanistan, and much more action subsequently in Chechnya and the other post-break-up wars. And finally, they have released the BT-42, a Finnish rebuild of captured Soviet BT-7 tanks into self-propelled howitzers. It should be an interesting if obscure addition to your armor collection. And almost completes a full line of BT tank variants from Eastern Express.

Also for the 1/35 battalion, it has been reported that Zvezda is about to release the BTR-80A, the modernized variant of the classic 8-wheel APC family, mounting a 30mm turret. This will be based on their original BTR-80 kit, which you should know by now is the Dragon/DML mold under new ownership. If they do it, then we may also reasonably expect them to release the 2S23 Nona - which is the 120mm automatic mortar turret of the 2S9 (see above) mounted on the wheeled BTR chassis instead of the track. It'll be fun to reflect that I'll have more new Russian armor than the budget-starved Russian Army itself.

Finally, Skif has returned with a release of the T-55AM-1, and uparmored and updated T-55, dating from 1983, intended to allow the classic T-55 tank to retain its inadequacy into the 1990s.

For the 1/72 Troop, ACE and PST continue releasing about a dozen interesting and provocative new armor kits a week - or so it seems, some of the latest are the IT-122 1960s rocket firing tank destroyer and the BTR-50PK cold war APC.

Now, when Uncle Daveskii tells you to shut up and build something, you've got no excuse for asking "What?"

(Continued from page 1)

this busy terminal area, and under normal circumstances there are two parallel lines of aircraft landing lights - sometimes 20 miles long - lining up for the parallel runways 30 Left and 30 Right at Minneapolis/St. Paul International Airport.

Not so Tuesday night. The sky was absolutely empty. In 35 years of flying I have never seen such an empty sky, not even over the Central Highlands of Vietnam. It was spooky, eerie, and very disconcerting. I felt vaguely uncomfortable and upon examining my feelings I realized with a start that I was in my "combat pilot" mindset: wary, expectant, anticipating trouble, ready to react. This was a mode I haven't found necessary for the last 30 years. I was somewhat saddened by this realization, but knew it was a realistic appraisal of what was necessary in order to operate through the coming weeks.

The sky was totally empty, devoid of another discernable aircraft, and I wondered if this was how Columbus felt in the middle of the Atlantic in 1492. Alone. All alone. I felt like I owned the sky. It was all mine, and I didn't like the feeling, given the circumstances.

Then I realized we were not alone: an F-16 "Fighting Falcon" from the Duluth Air National Guard had intercepted us for a visual identification. This fighter had been tracking us on his air interception weapons systems and now was ascertaining that we were, indeed, who we electronically said we were.

He was "flying dark": carrying no position lights or strobe lights, and was calmly doing his job at 0030 hours while the rest of Minneapolis slept.

After picking up my patient at an accident scene in Wisconsin, I flew to Regents Hospital in St. Paul. After we had shut down the aircraft and were unloading the patient on the helipad, a "whoosh" followed by a concrete-shaking roar signalled to us that the F-16 was still with us. He was right overhead, at low level, checking on who we were and what we were doing. Apparently satisfied, he disappeared into the empty sky.

Another of our North Memorial helicopters was also intercepted Tuesday night. Coming from their base in Redwood Falls enroute to Minneapolis, the medical crew mentioned to the pilot that they saw a shadow out the right window, just hanging there. The pilot was able to make out another F-16 flying right echelon on him about 100 yards away, matching the 150 knot cruise speed of the A-109. Flashing his landing lights to the F-16, he received a light in return before the F-16 banked abruptly away and disappeared."

We operated under strict government controls for about another ten days. Then, gradually, civil aviation was restored to full operations sector by sector, starting with Air Carriers and finishing with flight schools.

Whatever your politics and however you feel the United States ought to deal with its overseas involvements, I don't think any of us were untouched by the tragic events of 9/11, and I don't think life will ever be much the same since.

I know it was very personal for me.

(Continued from page 4)

Please be sure to read the Business Meeting minutes and Bernie's piece about the new twist on Monthly Themes! Don't forget the "Single-engine Jet Contest" this month! Believe it or not, I intend to submit an entry for this one! There will be lots of other things happening in the coming months, including a possible new club photo, and maybe a mini-seminar or two.

As I'm new at this, I welcome any suggestions or constructive criticism. Bear in mind the Twin City Aero Historians is not what I can make it, but what you can make it. Please plan on attending and participating. See you at the December meeting! If not, then I'd like to take this opportunity to wish you and yours a Happy Holiday season.

(Continued from page 6)

that has given you so much enjoyment.

Now, shut up and build and this time, take someone else with you!

"A Viking Ship With Wings"

by Merrill Anderson

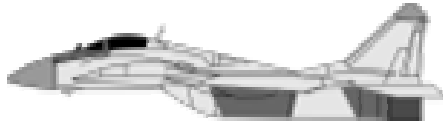
The LFG Roland D.VI was one of the late war fighters that was beaten out by the Fokker D.VII in 1918. Although a good design, and reportedly more maneuverable and easier to fly than the Fokker D.VII, it was relegated to second line service, and equipped with a second line engine, the troublesome Benz Bz.III.

The Roland D.VI had a unique type of construction for its fuselage, the "klinkerrumpf" method, which used laminated wood strips, producing an extremely strong and light structure with a "planked" look. (Thus the Viking ship quote). Roland had always been an innovator in design and assembly techniques, introducing the fabric/plywood lamination system used in the C II, and later Roland D types, and used by Pfalz in their D III and D XII.

The D.VI had a good rate of climb, and could be dived harder than Albatross and Fokker designs, but top speed for the initial Benz Bz.III powered models was low, about 114 mph. The speed problem was improved with the D.VIb, which was equipped with the 'high compression' Benz Bz. IIIau of 200 HP, producing a higher climb rate, a better service ceiling, and a top speed of 122 mph, although the later engine had a tendency to overheat. About 350 D.VI's were built, arriving at the front starting in May 1918. The D.VI flew in lower intensity sectors of the front, with some navy as well as army units, until the end of the war, equipping Jastas 23b, 32b, 33, 35b and making up some of the equipment of Jastas 30 and 34b.



(Continued from page 6)
actions toward the secondary southwestern theater.



But during the late 1980s the 11 Guards Fighter division had a regiment of MiG-23MLDs and 2 regiments of MiG-29, including the late model MiG-29C, with extended range. There were also 2 fighter-bomber regiments with MiG-27s and the 328 Guards Reconnaissance Regiment with Su-24MR Fencer Es and Su-17, Fitter Hs. Until 1987 there had also been a regiment of Su-24 bombers as well. A fairly significant force for such a small country, not on the mail line of attack.

But while a number of excellent and comprehensive studies on the 16 Air Army have appeared, particularly in the multi-volume works of Lutz Freund, and the Northern and Central Groups have received some attention, information about the Soviet air forces in Hungary has remained minimal and contradictory. Until now.

Vandor Karoly was born twenty years after the Hungarian uprising, and thus had little animosity toward the Russians whose presence in his country by the 1980s had come to be a "part of the environment". And when he developed a boy's natural enthusiasm for military airplanes, in his case they happened to be Russian. Growing up by one of the major bases, he befriended some of the pilots as his interests deepened. And then the Russian airplanes went home. Now Karezsz (the familiar form of Karoly) has written, in English, the history which everyone else has neglected, the story of "Soviet Air Forces in Hungary & Austria 1944-1991".

Yes, Austria is included, for that country endured Soviet occupation for ten years., and the Soviet air units in Austria and Hungary were organizationally linked. Information on the wartime Soviet air force presence in Hungary is still somewhat sketchy, though this will be supplemented in subsequent print-

ings. Information on the evolving organization of the Soviet air forces during the late 1940s is even slimmer, due in part to the fact that in 1947 the Soviets changed the unit identifications of most, but not all of their military units, while retaining the lineages and honorifics. Thus many units seemed to "get lost" while others sprang up like the fabled Russian mushrooms.

(Curiously, at the end of 1967 most of these units reverted back to their original designations - but not all.)

Fortunately, my own WW II expertise has allowed Karezsz and me, trading data, to make several of these links, and this issue will also be clarified in subsequent editions.

Little known in the west, the VVS flew combat missions during the November 1956 uprising, losing at least a couple helicopters and an Il-28 *Beagle* jet bomber shot down by the Hungarians, and Tu-4 *Bulls* were sent from the Ukraine for a strategic bombing of Budapest when they were recalled en route. This, too is mentioned. Though it was never a purpose of this book, one can extract considerable information about the pre-1956 Hungarian air force as well.

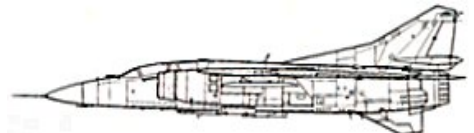
But the main attention is the post-1956 evolution of Soviet airpower in Hungary. Regiments and divisions and their aircraft are identified, and their bases given. The identifications of the independent helicopter squadrons have not yet been possible, but their equipment and locations are included. There are numerous photos of the aircraft and of the air bases, including aerial studies of the major fields. The aircraft photos are not the standard commercial shots which circulate between mainstream western publications, but shots taken on site, mostly by amateurs. For one photo, the author notes that the other photos in this series had been confiscated! In one appendix, individual aircraft numbers are given for each unit, not complete, but amazingly comprehensive in context. In context, I am surprised that Karezsz was not "himself *confiscated*". Consequently, many of the photos are not up to "magazine standards". A further factor is the reality that the au-

thor was unable to use color in a self-published book. But this is actually a plus, since they are not staged. Like observing your neighbor skinny-dipping in her pool, it may not be really pretty, but you have the fascination of watching something you weren't really intended to see.

In the descriptions of each airfield, one can learn much about the details of Soviet routines and operational methods, and also a bit about their style of living, as well as the technical details of airfield layout and accommodations. Even the differing styles and types of aircraft shelter. Another chapter is a study of contemporary Soviet aircraft bombs.

Because self-publishing prevented the author from presenting many of the photos in color, he offers, for an additional charge an accompanying CD ROM containing the books photos, often in original color, and several video sequences of Soviet aircraft in operation. Unfortunately, I have had trouble making some of these perform for me, but one sequence is the departure ceremony of the 328 Reconnaissance Regiment and their Su-24 Flankers; interesting shots of Flankers taxiing and taking off, and a Soviet regimental band playing national anthems, in a performance which must be experienced!

This book is an essential addition to the library of any student of Russian airpower or of cold war military history. Self-published in an edition of only 300 copies, the initial run is almost sold out, but there is to be a second printing at the beginning of the new year. The problem of ordering from Hungary has been avoided since it is carried by Linden Hill Imports, Box 543, Crugers, NY, 10521; . My advice is hold out for the second printing, but definitely do not miss this book, and get the CD ROM too.



Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are 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 in front, with more parking available to the left near the line of hangers across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

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.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the editor.



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