



Battle Damage, Norwegian Spitfire

The “Internationals” – Part III by Johannes Allert

Up until now, I've provided some personal accounts from fliers who participated within the framework of the International Squadrons (Norwegian) created by the RAF during WW II. Of the many units formed by the RAF in WW II, five were Norwegian. Before I go into greater detailed account of their histories, the men and women were gathered and trained at a central location near Toronto, Canada, which became known as “Little Norway”.

The reasons for choosing the site in Canada were based on climate as well as the lay of the land, and the chance to focus on training in more peaceful surroundings.

The Norwegian Government in exile was able to provide approx. \$100,000 per year for this training facility. Donations from the US, Canada and other countries came to \$400,000. The money raised, was used for building & maintaining the facility as well as for purchasing equipment, staffing, and training. Upon arrival, individuals were issued new uniforms, and drilled in basic training. The skills and education level of each individual was as-

sessed and from there, they were processed for specialized training whether it be as a pilot, ground crew, navigator, etc. Upon completing their training, individuals were posted to the various squadrons either designated as Norwegian or to a RAF squadron.

(One of the personal accounts I came across was from a Danish pilot who wanted as much time in the air as possible. He asked to be posted to a RAF Spitfire Squadron stationed in the MTO rather than one of the designated Norwegian Squadrons based in the ETO, simply because the weather was better

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TCAH This Month

The monthly meeting will be held Saturday October 14, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

This month's theme is Wide Open.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

GENERAL MEETING MINUTES – September 2006

Meeting was called to order by President Steve Erickson at 1:35 pm.

Visitors/Guests

Please welcome Matt Smith as our newest member. Matt builds aircraft and targets (err, armor).

Show Table

See accompanying Show Table list.

Old Business

There is a possibility that the October meeting will feature a guest speaker on the 320th Bombardment Group.

There will be a Nordic Con meeting following September's regular meeting and an additional meeting on September 19th at the Minnesota Scale Modelers meeting at the Anoka County Library Mississippi Street branch in Fridley.

John Roll will be taking Nordic Con raffle donations after the meeting.

New Business

Ken and Steve gave a presentation regarding the 2009 IPMS National Convention. Ken discussed a timeline for the bidding process and Steve explained the leadership responsibilities. A core group of about 7-10 people are needed to make this a reality. The club will vote in November on whether to submit a bid at the 2007 Convention in Orange County, CA.

Big Bear Hobbies in Milwaukee has acquired several truckloads of kits from a collector, and they are priced to go!

Johannes reported that we are on board and welcome as a new AAMPS chapter.

Upcoming Events

September 23 Nordic Con, Fleming Field South Saint Paul
October 12th World War Two History Roundtable, Fort Snelling

Treasurer's Report

September 2006

By Tom Norrbohm

Well, we made a profit at Nordic Con 2006! Our expenses were \$1257.00 and our income was \$1931.00, giving us a profit of \$674.00. Well done! Our balance as of 9-25-06 is \$6,233.37.

Also, be aware that I will not be collecting dues until January. The new club officers will decide about the costs of dues at the December meeting. Then I will collect dues from January thru April.

See you in October!

October 14th TCAH Meeting, Fleming Field, South Saint Paul
October 28th Glue Crew Contest, Wausau, WI
December 9 Johannes Allert's Mig vs Sabre Contest

Publisher's Review

R-4360: Pratt & Whitney's Major Miracle

Pratt & Whitney's R-4360 – aka "Wasp Major" – was the largest aircraft piston engine to ever enter series production and was used to power several aircraft of intense interest to aviation and military enthusiasts. The engine currently powers several Reno air racers and is the subject of frequent enthusiast media coverage. Now, author Graham White has compiled the most comprehensive and technically detailed book ever written on the R-4360.

R-4360: Pratt & Whitney's Major Miracle has 608 pages jam-packed with everything you could ever want to know about this amazing engine. With more than 600 photos and diagrams, the book provides a detailed account of the inner workings of the R-4360 as well as its development

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From the President

By Steve Erickson

Hi gang, welcome to fall and the start of the hunting season. Your President will of course be AWOL off in a swamp scaring ducks this meeting. Annie Oakley I ain't, I just encourage the ducks to head south sooner. Nordicon was a great success with 236 models entered the tables were full and it was a very nice display. The club made a profit of \$670.00. We owe Bob and Steve plus all those who worked a big round of applause for making this happen, well done. We always seem to have a lot of members who step up when there is work to do and make things happen, so remember that elections are coming up in November and now is the time think about running for office so get your name in and put your platform in writing for the next newsletter. November is also auction month so start pulling out those closet queens for the benefit of your fellow TCAH members. Dennis Strand has provided a speaker for the beginning of our October meeting. Sorry to miss it but I may see you in November, you never know when it will freeze. Steve

Nordicon/Business Meeting

August, 2006

Steve Hustad called meeting to order at 2:30pm

Johannes updated committee on the vendor room assignments. Tables are being delivered at 4 pm on Friday September 22.

Tom Norrbohm reported that we will have 8 special trophies and that all the awards are ready to go. Registration sheets need to be modified slightly to add line for eligibility for "Golden Age Award". Don Stauffer gave a final set of fliers and posters to hit the hobby shops one last time.

Meeting adjourned at 3pm.

TCAH Calendar

We need some nominations for monthly theme topics. To start things off, your Editor nominates "Boeing Aircraft" for December.

AIRLINE CHATTER

by Terry Love

Boeing will convert 4 Korean Airlines Boeing 747-400s into freighters. Korean has options for 13 more conversions. The Pacific cargo wars are really heating up.

KLM is hiring flight attendants again. Almost 700 are now needed.

Cathay Pacific of Hong Kong has bought Dragon Air of Hong Kong.

TAM of Brazil took delivery of their eighth Airbus A-330 this year, bringing their total to 89 Airbus airliners. By the end of this year, TAM will have a fleet of 96 Airbus airliners.

Air Sahara ordered 10 Boeing 737-800s with around \$700 million. In addition, in a second follow-up order Air Sahara ordered 30 more of the same type. Total orders - 40 Boeing 737-800s.

Hainan Airlines of China has ordered 100 airliners from Embraer for \$2.7 Billion.

Airbus firm orders for the A-318, A-319, A-320, and A-321 series is almost 4,500 from 162 customers.

U S Air and America West merged last year. Their fleets are very compatible using the Airbus A-320 series of aircraft. They have a standing order for 30 more Airbus A-320s. U S Air just ordered 7 more to that order. U S Air has the largest Airbus fleet in the world with 205 on line.

Northwest Airlines is recalling all 1,131 laid-off flight attendants cur-

Contest Calendar

9-23-06 Nordicon
Sponsored by TCAH
Fleming Field
South St. Paul, MN

rently on both voluntary and involuntary furloughs.

Northwest Airlines will operate charters this Fall season for the following NFL teams: Vikings, Lions, Colts, Packers, Rams, and the Cardinals. NWA has flown charters for the Vikings, Lions, and Packers for 40 years now. NWA is also operating charters for 13 major college football teams including Notre Dame, Michigan, Nebraska, Iowa, Wisconsin, U C Berkeley.

Northwest Airlines flies around 175,000 passengers daily on around 1,500 daily flights. NWA now has about 30,000 employees.

Delta Airlines is also recalling flight crews, Delta is recalling 200 flight attendants, and 65 pilots.

Atlas Air, a major cargo airline, ordered 12 Boeing 747-800 freighters worth \$3.4 Billion. The freighter is 18.3 feet longer than a Boeing 747-400. Atlas Air also put in options for 14 more.

Qatar Airways ordered 20 Boeing 777s worth \$4.24 Billion.

The Boeing 737 is around 40 years old and still going strong with over 6,000 planes sold. BUT is is an OLD design - infact, it is based on the Boeing 707 (same fuselage) that first flew in 1954. Final decision for a replacement is 2 years away. The Airbus A-320 competition to the Boeing 737 is a relative new basic design - around 20 years old. The A-320s series has sold around 4200 planes.

BWIA - British West Indies Airlines - (BWEE) - will cease opera-

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tions on December 31. The reason is financial. They have been around since 1940, when they first started out as patrol aircraft looking for German U-Boats in the Carribean.

Aeroflot, the airline of Russia, stockholders have agreed to buy 22 Boeing Dreamliners.

Lufthansa ordered 5 Airbus A-330s to plug the gap, as they wait for the Airbus A-380s to be delivered. Along with the additional 5 A-330s, Lufthansa also ordered 5 Airbus A-319s, 10 A-320s, and 15 A-321s.



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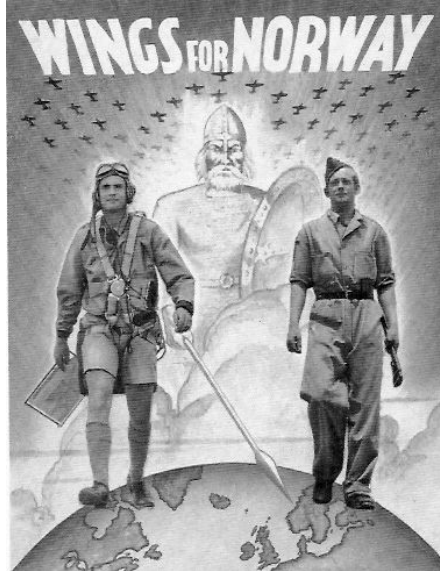
there. Better weather = more stick time, and more stick time = better chance of getting a crack at the Germans.)



More Battle Damage

As stated earlier, five squadrons were formed as "Norwegian". Obviously, the majority of staff there were Norwegian; however, a number of Danes flew as well as some Swedes, and even an individual from Iceland. The four Squadrons were broken down as follows:

330 Squadron (Motto—"Guarding the Seas")— Formed in April of 1941 and initially based out of Iceland, they started out flying Northrop N3's, later transitioning to PBY's and eventually Sunderland flying boats performing patrol duty over the North Atlantic from bases in Scotland. After the war, they became a part the RNoAF and are currently based in Northern Norway. Their primary mission now is SAR using the Sea King Helicopter.



331 Squadron (Motto – "For Norway")- Formed in July of 1941 flying Hurricane Mk II's. They later transitioned to Spitfire Mk. V's and later VIII's and IX's. They flew "Rhubarb Missions" over France in 1942. Their biggest day was over Dieppe, France in July of 1942 where along with 332 Squadron, shared the highest victory total of any other unit that month. Later, they became a part of 2nd TAC and supported ground operations from the Normandy invasion until the end of the war in Germany. After the war, they became a part of the RNoAF and are currently flying the F-16.

332 Squadron (Motto—"Together in Battle")- Formed in early 1942, they flew Spitfire Mk. V's and later VIII's and IX's. Sharing the first air station at North Weald with 331 Squadron, this unit later

moved to the continent after D-Day and supported the ground forces as well as performed armed reconnaissance missions over Holland and Germany until the end of hostilities in 1945. This unit is also now a part of the RNoAF and flies F-16's.

333 Squadron (Motto – "For King & Country and the honor of the flag")- Formed in Scotland in 1943, this unit initially started out flying PBY's and transitioned later to Mosquito's. Besides flying patrols, the unit also made contacts with the resistance in occupied Norway. Transitioning to the Mosquito, they became a part of the Banff Strike Wing. Their primary mission was to assist in locating shipping targets in the fjords of Norway as well as anti submarine patrol. Having 333 Squadron was an asset to the Banff Strike Wing. Proof of this comes from the following post war assessment: " The unit (Banff Strike Wing) was unique because of the pres-



Capt. Ragnar Dogger

ence of 333 Sqn Royal Norwegian Air Force. Their skills in the air and ability to locate targets concealed in mountain-fringed fjords became one of the RAF Banff unit's great strengths and helped the joint RAF, Norwegian and Commonwealth aircrews who made up the unit

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achieve outstanding success in the destruction of supply ships, flak ships and U-boats.”

At wars end, they were credited with the following: Several Ships damaged or sunk in Norwegian fjords, 4 confirmed German U-boats sunk, 8 U-boats damaged, 18 German aircraft shot down and another 3 damaged. Their last kill came on May 2, 1945 where they located and sank a U-boat 2359 (Type XXIII) near Kattegat, Denmark. To-



**Svein Heglund
Top Scoring Norwegian Ace**

day, they fly the P3C Orion flying patrols over the North Atlantic.

334 Squadron – This unit was formed in May of 1945 as another Mosquito Unit of the Banff Strike Wing, but so no action. They currently operate F-16's.

Gains and losses - Norwegians and other Scandinavians contributed a little over 300 pilots to the RAF during World War II. Of that number, 10 became "Aces". One by the name of Rolf Arne Berg not only became an ace, but also became the Commander of 132 Wing (2nd TAC). He was killed in early 1945. After finishing his last mission in the war, he asked permission to do just one more. He never returned from

that mission. It was later discovered that German AAA shot him down . Of the 275 pilots and crew that lost their lives, it's noted that most were killed in the last 10 months of the war. A fact not so unusual since the majority of their missions at that point in the war were ground support. The Spitfire was not as rugged as other a/c such as the P-47. Also of note two pilots were executed during their capture, as they were part of "The Great Escape"

Below is a list of the 10 Aces along with 5 other high scorers:

NAME	CONFIRMED	PROBABLE	DAMAGED
Heglund, Sevin	16 [15+1]	6	12
Grundt-Spang,			
Helner Gustav Einer	11	2	3 [2+1]
Christie, Werner H.	0 [9+1]	1	5 [4+1]
Gran, Martin Yngcar	10 [8+2]	2	6 [5+1]
Eriksen, Marius	9	1	3
Fearnley, Fredrik	7 [5+2]	3 [1+2]	1
Jørstad, Nils Kolbjørn	7 [6+1]	2	5 [4+1]
Berg, Rolf Arne	6	2 [1+1]	5 [2+3]
Sognnæs, Helge	6 [5+1]	1	10
Mehre, Helge Orlík	6	0	10
Bjørnstad, Bjørn	6 [5+1]	0	5 [3+2]
Austeen, Arne	6 [5+1]	0	3
Lundsten, Leif	5 [4+1]	1	1
Dogger, Ragnar	5	1	1
Bache, Knut	5 [4+1]	0	2 [1+1]
Djønne, Olav	5	0	0
Westly, Erik Leif	4	1	10
G Olsen, Reidar Haave	4	1	4 [3+1]
Løvestad, Leif	4	1	2
Aanjesen, Olaf Gert	4	1	3 [2+1]

the + denotes a shared with another pilot

Post Script - All of the above Squadrons have been a part of NATO for the past 60+ years and are an active force in the global war on terror. All the Squadrons have been or currently are under the command of NATO forces in Afghanistan. Approx. 40 members of the Norwegian Military are currently helping with the training rebuilding of the Iraqi military forces.

For many in our pop-culture, WW II is a distant memory in the faded pictures and writings of history books; however there are many, especially in former occupied countries in Europe, who remember and are grateful for the sacrifices of the fallen as well as those countries who supported them. I remember my first trip to Europe in 1989 when

my wife and I arrived in Oslo two days after the VE Day celebrations. I was pleasantly surprised at the expression of gratitude shown by the locals. There, near the City Hall, was a large monument with a bust of Sir Winston Churchill. Around the base of the monument were thousands of flowers and wreaths with "Tusen Takk" ("A 1,000 Thanks") spelled out on the ribbons. The memory of that sight still gives me a lump in my throat whenever I think of it. That gratitude was mutual sentiment as Ms. Ivy Klepsvik (RAF) expressed at the close of WW II. The final lines of her poem ending with the words "But so many we



Svein Heglund Post War

knew did not return - they gave their last few hours. We shall not forget 'tis often said, but let it be said with words sincere that every year their sacrifice and victory live again.."

References –

Excellent website on 331 Squadron – Contains some great photos. <http://www.europeanaf.org/history/331.htm>

World War II Aircraft Net: <http://www.ww2aircraft.net/>

Nordic Aviation in WW II - Contains the most complete list of claims & losses of all Scandinavian pilots. <http://www.rafandluftwaffe.info/forste.html>

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Banff Strike Wing: <http://www.scotshistoryonline.co.uk/rafbanff.html>

Little Norway Website: <http://www.emb-norway.ca/norwaycanada/littlenorway/paintings/paintings.htm>

"The Squadrons of the RAF & Commonwealth 1918-1988 - James J. Halley

"331 Skvadron 50 Ar 1941-1991" Royal Norwegian Airforce

"Little Norway – RCAF in Canada" Reginald Sanderson Circa 1943

U Boats – Again, another fantastic website: <http://uboat.net/index.html>



Death of an Old Friend – Airfix by Johannes Allert

By now we all have heard the news about Airfix / Humbrol / Heller company going into bankruptcy. See:

http://news.bbc.co.uk/2/hi/uk_news/magazine/5304780.stm?ls

Although the end is far from over and it remains unclear at this point what eventually will happen to the company, we know it marks a change in the hobby. After reading the various articles regarding their demise as well as the postings on the various websites, I'm struck by the shock and sadness from many of the fans of the hobby. Airfix was one of the first companies to make models and it was a major player in the hobby industry for almost 40 years. To draw a parallel, I tend to look at Airfix as the "Telemann" of model making.

Georg Philipp Telemann was the most prolific classical composer, although prolific, his talent was eclipsed by the likes of Beetho-

ven, Brahms and Mozart. So too, Airfix has been surpassed by the likes of Hasegawa, Eduard and Tamiya. The newer kids on the block focused on making better models, not more variety.

Still, one can remember the days of going to their favorite hobby shop and finding stacks of aircraft, armor and ships with colorful box art and the name "Airfix" prominently stamped on the box. They also make thousands of various figures, which spanned the course of military & world history.

Humbrol paints (which history goes as far back as 1919) always had a distinct smell. I loved the unique variety of colors (or as the Brits spell it – colours) and the way it dried smooth. Dave Galbraith, our first "TCAH Lifetime Member", swore by the paint and used it for all his models (Besides, he never wanted to spring for the cost of an airbrush!).

Although the paint "tins" were novel to the U.S., I never took to them. The seal would sometimes "cake up", and you never could get those last drops out of it. It also took what seemed like forever (in a kid's mind) to dry.

I have to admit in my cynical way, I find some of the hand wringing about the demise of Airfix a bit thick. Cries of "Whatever shall we do?" and "This is further proof that the hobby is dying!" are misplaced. If that's the case, then why are more and more model subjects coming out? Every month I hear "Did you hear that such and such is being released? Who'd a thought that!?"

Recently, an authority in the hobby industry was asked if the hobby was dying. He replied "No, but it's becoming more specialized" I recently asked some other club members if they could recall the latest & greatest from Airfix. Some mentioned the postwar version of the Spitfire in 1/48 scale; others mentioned the TSR, a kit which

modelers in the U.K. can't get enough of.

Personally, I have purchased 3 different kits from Airfix this past year. They were all "re-treads". In the end, I only kept some of their parts to use as a kit-bash for other models. Upon hearing the news about Airfix and listening to the individual accounts of the late-great company, I pondered for a moment how many Airfix kits I had on my "shelf-of-doom".

I went downstairs to the hobby room and after double-checking, I found I owned TWO, yes TWO kits. Both are 1/72 scale WW I kits. One was a Sopwith Pup, the other a German Hanover biplane (In my youth, I pronounced it HAMOVER, much to the chagrin of my friends). Like many of my peers, I "upscaled" my Bf-109, Sopwith Camel, B-24, B-17, Mosquito, Lancaster, Spitfire, Mustang, Sherman, Tiger, and Panther models.

All I have left from Airfix, is for the most part, a memory of a distant youth. And that's just O.K. with me.



Publisher's Review

Stearman Aircraft: A Detailed History

Stearman aircraft enthusiasts will be eager to get their hands on a new book covering the complete history of Stearman aircraft, including technical information on design, development, structural details, and more. **Stearman Aircraft: A Detailed History**, by Edward H. Phillips, also features 385 photos – nearly 100 in color – of the aircraft and the people who designed, built, and flew them. This long-awaited new book will be released in March 2006.

The history of the Stearman Aircraft Company is about American entrepreneurship, aeronautical innovation, and the sheer determination to design and manufacture custom-

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built airplanes that set a standard for the competition to follow. In **Stearman Aircraft: A Detailed History**, Phillips Follows the career of Lloyd Carlton Stearman from his work on the New Swallow biplane to the expansion of Stearman facilities into Boeing Airplane Company plants. In between were the Travel Air years, out of which came the Model A, B, CH, CW, BW, and Type 5000.



The book also pays special attention to Stearman's rare C1 and C2 biplanes, as well as later upgraded C2s, the C3 series, the M-2, the LT-1, the luxurious CAB-1, the Model 6 Cloudboy, and others.

Stearman aircraft were the primary training airplanes used to teach flying to World War II pilots. They are now highly desirable antiques which routinely appear at major and minor

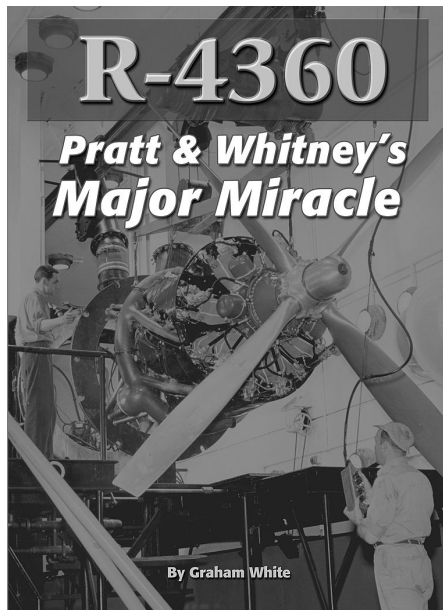
airshows around the nation.

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history, variations, and its military, commercial, and racing applications.



Aviation technology progressed at a blindingly fast pace during the first half of the 20th century. Aircraft were asked to fly higher, fly faster, carry heavier loads, take off and land on shorter runways, fly greater distances, and consume less fuel with each new generation, and with

perfect dependability. Pratt & Whitney's R-4360 was a very large engine, displacing 4,360 cubic inches. Somewhat akin to the steam age when triple-expansion engines the size of cathedrals ruled the waves, the R-4360 at one time represented the largest and most sophisticated of its breed. Nothing else in the late-1940s marketplace could boast what the R-4360 did – 3,000 to 4,000 hp. By the end of the piston-engine era, Pratt & Whitney had placed into mass production the largest and most powerful engine ever built in quantity.

In addition to personally owning two Pratt & Whitney R-4360s, author Graham White is the Executive Editor of *Torque Meter*, the Journal of the Aircraft Engine Historical Society, Inc. He is the author of several books, and has amassed a large collection of data on the R-4360 from the National Archives & Records Administration in College Park, Maryland. He also owns a Rolls-Royce Griffon, a Pratt & Whitney R-2800, a Packard-built Rolls-Royce Merlin, and an ultra-rare Continental IV-1430. White retired from the IBM Corporation in 2002, which allowed him to devote more time to restoring engines and writing about them.

Published by Specialty Press
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ON THE TABLE SEPTEMBER 2006

Modeler	Kit	Scale	Manufacturer	Notes
Steve Erickson	Me-163	1/48	Hawk	
Ken Sallman	M4A1(early)	1/35	kitbashed	Tamiya, DML, Formation
Steve Hustad	Jagdpanther (late)	1/72	Revell	
Steve Hustad	Panther G	1/72	Dragon	
Frank Cuden	A-17	1/72	MPM	
Don Stauffer	Curtiss Condor	1/72	Glencoe	
Bernie Kugel	Katyusha	1/35	Alan	
Bernie Kugel	Jagdpanzer IV	1/35	Italeri	
Bernie Kugel	Leopard (WIP)	1/35	Italeri	
Bernie Kugel	Ju-87G Stuka	1/32	Hasegawa	Aber 37mm aluminum barrels

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.

Twin City Aero Historian
Rick Schmierer
 1852 E. 39 Street
 Minneapolis, MN 55407

Return address requested

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 Ken Hornby at 651-552-0888

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 treasurer.

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