

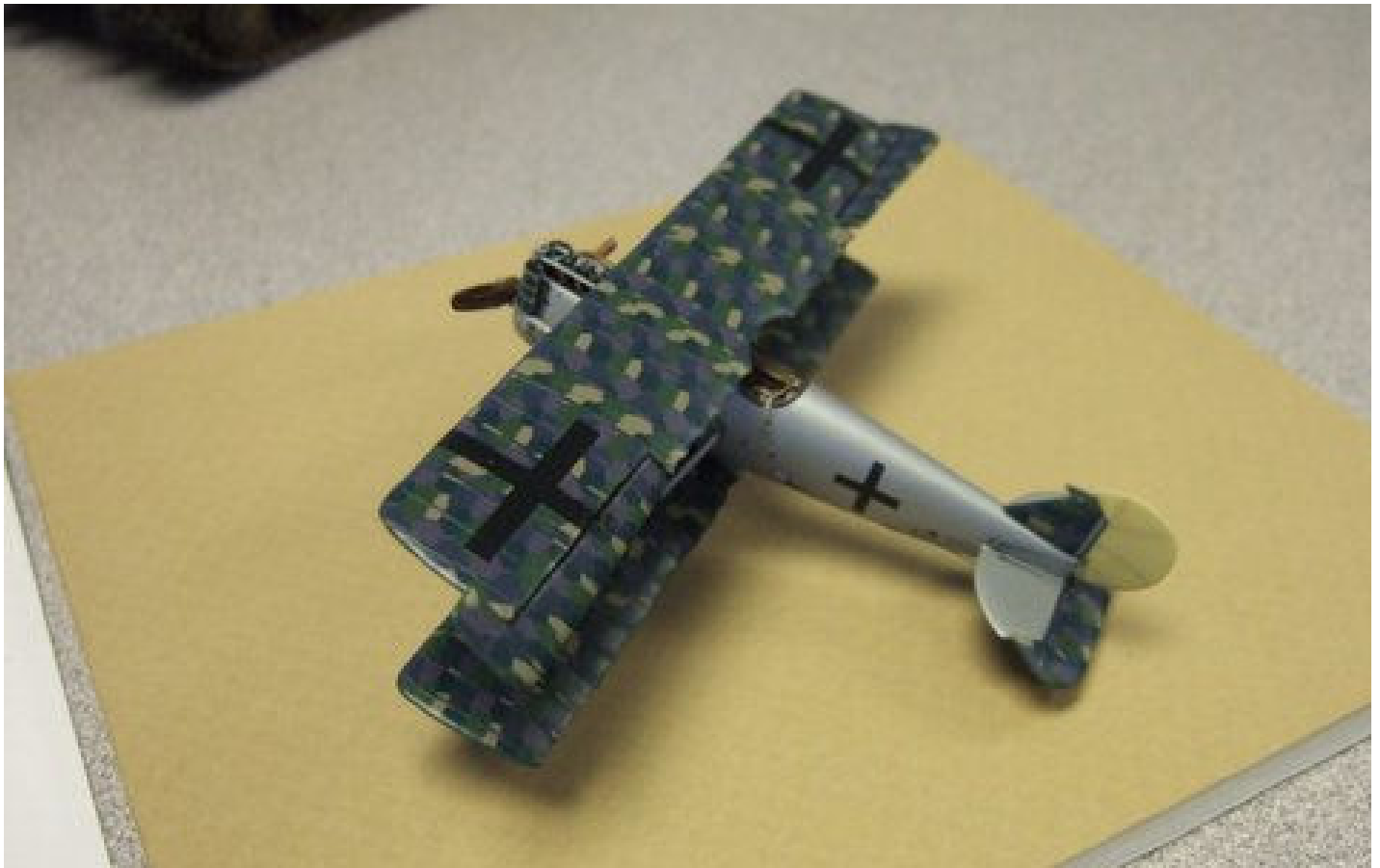
# The Aero Historian



Volume 40 Number 4

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

April 2006



Steve Hustad's Pfalz D XV from the March meeting's On The Table, reminiscent of earlier Pfalz's and this month's theme of Bloody April.

## **BLOODY APRIL**

by Merrill Anderson

The theme of this month's meeting is "Bloody April" so I thought you might like to know a little more about it. Most of you know the basic fact, that, in April 1917, the RFC (Royal Flying Corps) suffered terrible losses at the hands of the Germans. Some of you have read that the high losses during that period were due to a combination of factors: the 'aggressive' policies of "Boom" Trenchard (head of the RFC); obsolete (British) aircraft; superior German aircraft; and superior German tactics and organization.

That said, the rest of the

story is even more complex. During the winter and early spring of '16-'17, the Germans withdrew (as much as 40 miles) from the front that had been basically unchanged since 1914, to the prepared fortifications of what became known as the "Hindenberg Line". With 'the front' in a new location, reconnaissance became vital, and with so much 'new' territory to cover, a much larger task than it had been, putting great pressure on the RFC, straining both men and equipment.

To the Allied Generals, the German withdrawal meant that the Germans had abandoned the offensive, leaving the Allies in a position to attack. (This idea, although cor-

rect as far as it goes, ignores the fact that with shorter (an estimated 27 miles), better prepared lines, the Germans could free up manpower and equipment for future offensives) The French, under their 'new' dynamic (compared to his predecessor, Joffre) commander, Robert Nivelle, had planned a grand spring offensive for April 1917, to take the ridge above the Aisne Valley, named after the road that ran along it, the "Chemin des Dames". The offensive would be a disaster for the French, with losses so awful, the French army would mutiny, and be unwilling and/or unable to take any significant offensive action for

*(Continued on page 4)*

## TCAH Officers

**President**, Steve Erickson

**Vice-President**, Bob Ferreira

**Secretary**, Larry Donovan

**Treasurer**, Tom Norrbohm  
612-881-5763

**Historian**, Tom Norrbohm

## Newsletter Info

*Article Submission Deadline: 22nd of each month.*

*Editor*

**Bob Arko**  
6417 Rice Court  
Lino Lakes, MN 55014  
651-481-8887h  
763-496-6742w  
bob@loucksmclagan.com

*Distribution Editor*

**Rick Schmierer**  
1852 E. 39 Street  
Minneapolis, MN 55407  
612-721-8787  
rschmierer@mn.rr.com.

**Send articles to:**

**Bob Arko**  
6417 Rice Court  
Lino Lakes, MN 55014  
bob@loucksmclagan.com

Send Change of address notice to:  
Tom Norrbohm  
9936 Columbus Ave. S.  
Bloomington, MN 55420

## TCAH This Month

The monthly meeting will be held Saturday April 8, 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 Bloody April.

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 – March 2006

Meeting was called to order by Steve Erickson at 1:30pm.

### Old Business

A question was asked about the status of the model collection the Minnesota Air Guard recovered in St Louis Mo.; does the Guard need help in restoring the collection? Axel reminded the group that the American Aviation Historical Society, of which we are a chapter, will be publishing a celebratory 50th Anniversary edition of its journal. Johannes Allert reminded that the King of the Heavies contest is in June. Scott Harvieux has the web site up and running, updating links, Nordic Con, and club officer information.

### Annual Awards

The following were nominated by the club membership. Modeler of the Year: Fletcher Warren, Frank Cuden, Steve Janscher, Bob Maderich and Bernie Kugel. Newsletter Article of the Year: Rick Verner, Dave Pluth. Historian of the Year: George Mellinger and co-nominated Steve Janscher and Ken Hornby. Voting for these awards will be at April meeting. The last three winners of the Member of the Year award (Steve Hustad, Steve Macey and George Mellinger) will select this year's Member of the Year.

### New Business

Axel reminded those of us not going to the Pensacola trip can head on down to the State Fairgrounds for the Military Collectors show on Sat and Sun April 22 and 23. John Roll, our chapter contact to IPMS brought up our sponsoring an award at this year's IPMS National Convention in Kansas City; we will sponsor a category package and request that it be aircraft related. Also if you are going to KC for the convention, the IPMS groups could use volunteers for even just an hour or two to help. Malcolm Johns gave the club an update on

the Pensacola trip on April 22nd, as of the meeting there were under 20 seats left. Bernie Kugel updated the club on Nordic Con, September 23rd at Fleming Field, South St Paul; IPMS has been notified and a flier will be out by April 1st. Bob Maderich will be chair with the following volunteer managers in place: Steve Hustad-Judging; Bernie Kugel-Security; Larry Donovan-Registration; Johannes Allert-Vendors. Still to be decided are: Raffle and its manager, and Theme. There will be a Business meeting after the regular meeting April 8th to talk about Nordic Con. Ken Hornby is taking orders for TCAH shirts, will need your order by the May meeting to have these in time for the Nationals in KC or Nordic Con in September. Bernie Kugel updated the group on the Minnesota Scale Modelers meeting time and events, every second Tuesday usually at the Mississippi Street branch of the Anoka County Library in Fridley 7pm, all are welcome.



## **“King of the Heavies” Model Contest** By Johannes Allert

OK everyone, now is your chance to FINALLY build that multi-engine aircraft(s) that you have stored on your “Shelf-of-doom”.

This is a reminder that the theme contest for June is to build any aircraft with more than one engine and more than one crewman. It can be any scale, any era not limited to bombers or propeller aircraft. This leaves the field wide open and the sky's the limit (pun intended). Just about everyone in the club has at least one kit that fits the above description so what are you waiting for? Times-a-wastin!



## From the President

By Steve Erickson

I've had enough I'm resigning as Pres and quitting the club. APRIL FOOLS !!! You guys should be so lucky. Scared ya though especially Bob. So besides our regular them bring a mreodel of something foolish, a plane that couldn't fly, a tank that wouldn't run, the invincible HMS Hood,so on.

The Nordic con committee has decided on a theme for 2006 "The Golden Age 1919-1939" an interesting choice of a often overlooked era. As a Ace snob this sort of leaves me out but hey lets go for it. Remember to do everything in black and white to keep with the period-just kidding. Bernie will be writing an article soon to elaborate on the theme. We will also be having a business meeting after we finish the main meeting to go over some of the details for those who wish to help. We will also be looking for sponsors for the Special award and Category trophy packages. We are also running out of themes for the monthly meeting so put your thinking caps on and let me know some ideas.

We will be voting this month for awards so be there and vote often. Then May will be awards month for all since its also pizza month,so come early and hungry. No fooling, See ya Saturday. Steve-still the Pres.



## AIRLINE CHATTER

by Terry Love

American Airlines and Continental Airlines have been kicked out of Venezuela for political reasons.

Delta Airlines will drop some routes where it competes with Jet Blue Airlines. These routes are generally New York City to Florida.

Delta Airlines is retiring its first Boeing 767-200 called "The Spirit Of Delta." This 767 is noe headed for the boneyard, but to the Delta Air Transport Heritage Museum. It is still the only airliner ever pur-

## TCAH Calendar

April - Bloody April! Bring your World War One models.

May - Victory in Europe month. So bring late war aircraft of the victors.

## Business Meeting

March, 2006

No business meeting was held this month.

chased for an airline by its employees. It began service in 1982.

U S airlines flew 669 million passengers in 2005.

Air Tran Airlines emerged from bankruptcy on March 1.

Northwest Airlines lost \$1.3 Billion in the fourth quarter of 2005. Net loss for the year of 2005 was \$2.6 Billion.

Northwest Airlines has reduced capacity by 9.2% for domestic flights, and 6.7% for international flights.

Northwest Airlines has parked 51 aircraft in 2005.

Delta Airlines lost \$300 million in January alone. That is \$10 million per day!!

Delta Airlines lost \$3.8 Billiun for the year of 2005!!!!

American Airlines and Continental Airlines have both begun service to Shanghai, China using Boeing 777 aircraft.

Boeing delivered its 100th Boeing 737-800 to Ryan Airlines. Ryan Air took delivery of its first Boeing 737-800 on March 19, 1999. Ryan Air still has 139 on order. Ryan Air flies to 301 destinations in 22 countries. Ryan Air flew 130 million passengers in 2005.

Boeing 737-800 is flown by 95 customers, who have ordered 3,000 of the airliner. A best seller, indeed!

Airbus will halt production of its A-300/A-310 series of aircraft in July when the last A-300-600 freighter is delivered to Fed Ex. Airbus is down to building one aircraft

## Contest Calendar

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

## FROM THE EDITOR

By the time the implications of April 1 falling on a Saturday hit me, I was already behind schedule. Apologies for the lateness of this issue.

We've gotten a great response from the membership and a backlog of good articles for several months. Thanks, guys! A few 'little' things occasionally fall through the cracks, like the details of the Auction Model Contest (see page 6). We also need to update the Contest Calendar, and select some more monthly themes. If you can plug a few of these holes, please send your information to me.



per month in this series, and space is needed to build the ver popular A-319/A-32-/A-321 series of aircraft due to high demand. The A-300 was launched in May of 1969, and entered service with Air France in May of 1974. The A-310 was launched in July of 1978 and entered service in April of 1983 with Lufthansa and Swissair. 821 were built.

Airbus A-380, super double-decker airliner, has reached its 1,000th flight test hour. It first flew on April 25, 2005. Four aircraft have been built so far. The fifth aircraft will fly in June. these five A-380s will test fly around 2,500 hours. First delivery to an airline will be to Singapore Airways late this year. Currently Airbus has 159 orders for the A-380 from 16 customers.

Northwest Airlines wants to exit bankruptcy quickly. They will not stay in bankruptcy anywhere as long as United did.

Northwest Airlines plans to launch a new subsidiary airline to operate small jets in the 50-76 seat area. So they are purchasing the rights and operating certificate from

(Continued on page 4)

(Continued from page 1)  
over a year.

In support of the Nivelles offensive, the British made an attack a week before the 'main', French attack. The "Battle of Arras" as it was named, would (compared to the French attack), be rated a minor success (British losses would be 84,000 against German losses of 75,000), and last only two months. It was in support of the Battle of Arras, that the RFC would be so badly mauled. Although the land battle began on April 9, the air battle, and "Bloody April", began on April 4. In just those first five days, the RFC would lose 75 aircraft and 102 aircrew: 19 killed, 13 wounded and 70 missing. April would be a very long month for the RFC.

Not that things were all that rosy for the Germans, they began April 1917 at a serious numerical disadvantage, the RFC had 754 operational aircraft, with 385 single seat fighters, and 700 aircrew, as opposed to 264 aircraft with 114 fighters for the Germans. (Remember, that's just for the RFC, and does not include the Royal Naval Air Service (RNAS) or the French) The German Air Service spent most of the Great War fighting very long odds.

To counter the numerical superiority of the Allies, the Germans had spent the previous fall and winter reorganizing and re-equipping their air units. German single seat fighters were organized into Jagdstaffeln, (usually called Jastas), dedicated fighter squadrons, with support set up to allow them to move quickly to 'hot spots', as needed. By April, the Germans had at least 30 Jastas operating (although most were under-strength), entirely or mostly equipped with the new Albatros DIII. The Albatros fighters, (the DI and DII had been fielded the previous fall), were all equipped with two belt fed machineguns, a major advantage over most Allied types, which at that time, still had only one gun.

The DIII, with it's 'sesquiplane' (literally, 'wing and a

half', with a narrower lower wing) and streamlined plywood fuselage, was fast, nimble, and lethal. Against the DIII, the RFC was mostly flying 'last years' planes, the DH2 and FE8 pusher fighters, the BE2 series, and the FE2's, all of them seriously outmoded. Even the Sopwith Pup and 11/2 Strutters that had been such winners the previous year, were no longer more than adequate, and the SPAD VII had only half the firepower of the Albatros.

Although April would see several new British types arrive, the SE5 (just 50 of the earliest type, not the later, better SE5a), The Bristol Fighter F2A (again an early, under-powered version), and the DH4, they were too few, and too late, and maybe not really ready, as the combat debut of the Bristol F2B would show.

On April 5, 1917 six Bristol F2As were attacked by five Albatros Fighters from Jasta 11, lead by Richthofen. The strategy of the time for two seaters was to fly straight and level in a tight formation to mass their defensive fires and provide the rear gunners with the best chance of hitting the attackers. Against Richthofen and his pack of aces, four of the six Bristols were shot down.

(By late summer, German pilots were advised to AVOID Bristols if they were in groups of four or more, by then the Bristols were being flown like fighters, with the advantage of two sets of eyes, and guns both front and back, they became too 'hot' for most pilots to handle.)

As the land and air battles wore on, British losses continued, but things did get better. The RNAS was receiving the Sopwith Triplane, and sent some flights to help the battered RFC. The Sopwith Triplane came as an unpleasant surprise to the Germans, they remained through the summer accounting for a great number of German losses.

Near the end of April several air battles occurred which would presage the enormous air battles of 1918, and WWII. On April 23, 68

British aircraft were fought by over 40 Germans in a dogfight that lasted for over an hour. On April 26, nearly 100 aircraft fought another massive battle, followed by another fight on the 27th in which 30 plus Germans were ambushed by over 60 RFC and RNAS fighters, with the Germans losing nine planes to the British one, "Bloody April" was over.

The final 'butchers bill' for Bloody April/Arras was for the RFC: 151 aircraft, 316 aircrew, for the Germans: 66 aircraft, 92 aircrew.



(Continued from page 3)

Independence Air, a low cost airline that went bankrupt in January. Cost is around \$2 million.

Mesaba Airlines returned two SAAB-340As to the lessor on January 11. They were N89XJ and N91XJ.

Northwest Airlines parked the following aircraft recently:

TYPE	N number	MSN	Date	Flt Hours	Cycles
DC-9-31	N612NW	47436	Feb 18	72171	82752
DC-9-31	N9333	47246	Feb 15	90920	93003
DC-9-31	N945N	47664	Feb 16	79845	67778
DC-9-31	N967N	47573	Feb 17	84042	76634
A-320-211	N307US	106	Feb 16	49931	21946
A-320-211	N308US	107	Feb 17	49291	21760
757-251	N531US	23846	Feb 13	58361	24151

Boeing 757-251

N537US, msn 26484, was removed from storage to fly the line on February 15, to replace N531US which was due for some heavy maintenance.

Pinnacle Airlines returned four Canadian Regional Jets to lessor on January 19. They were as follows: N831AY, N832AY, N835AY, and N840AY. All were CL-600-2B19s.

Alaska Airlines will retire all of their MD-80s by December of 2008, making their fleet an all Boeing 737 fleet. Alaska will retire 15 MD-80s that they own, and will return to lessor, the 11 MD-80s that are leased. Alaska will take delivery of 39 Boeing 737-800s from now until 2008.



## ON THE TABLE March 2006



Steve Hustad  
Steve Erickson

1/72 Pfalz D XV (conversion from Pegasus kit)  
1/48 P-40M- Loon Models conversion  
1/48 Bf-109B Falcon vacuform

John Gamlin

Scale? USS Monitor and CSS Virginia  
Bismarck  
Mitsubishi Zero  
Focke-Wulf FW-190D9

Don Burgoyne  
Ken Hornby

1/35 KV-I small turret-Trumpeter kit  
1/72 Douglas DC-3 Western Airlines-Italeri kit  
collection of Spanish Civil War books (this month's theme)

Frank Cuden

1/144 PB4Y Privateer-Cobra Company  
1/144 C-54 - Minicraft kit

Dennis Strand

1/48 Junkers Ju-87A Condor Legion Spanish Civil War-Special Hobby

Soren Jensen  
Scott Harvieux  
Fletcher Warren

1/72 Spirit of St. Louis  
1/35 Tiger I interior  
1/48 Tiger I -Skybow

Johannes Allert

1/72 Focke Wulf Fw-190 "captured"- Tamiya kit  
1/72 M4A1 Sherman-kitbashed from the Italeri and Revell kits  
1/72 Elephant AFV-DML kit with Attak resin

### Confessions of a Modeler – A visit to MSM by Johannes Allert

A little over a year ago, Minnesota Scale Modelers was born (or more correctly re-born). This was the brainchild of our own Bernie Kugel. His vision was to form an informal discussion group that focused on modeling, regardless of subject or scale. I am happy to say that judging from my first visit there, it has been a successful one!

I remember Tom Norrbohm telling me of the old days when the "Bernie's Group" met during a weekday evening to meet, model and talk about the hobby in general. Well, history has indeed repeated itself.

Before going to the meeting, I met Mark Krumrey for dinner at "King's" which is a Korean Restaurant located in the strip mall where the old National Hobbies once stood. After finishing our dinner, we drove up the street and took a left on Mississippi St. and made it over to the Anoka Library with plenty of time to spare. About a dozen people showed up. Although there was no formal agenda like there is with TCAH, there still was a structure to the meeting. Instead of old/new business, it was – Any Contests coming up? Any new products, models, etc. out on the market? Any modeling tools, tips or techniques? A quick show-n-tell,

*(Continued on page 6)*

(Continued from page 5)

then a 10-minute break followed this. After we re-grouped it was time for the volunteers to discuss their modeling techniques. This month, the topic was "Scratch building & Conversions" which took about 20 minutes to cover. The meeting broke up at about 8:30 – 8:45 PM.

All and all an EXCELLENT time. It was a chance to meet other modelers from other clubs, as well as hook up with fellow TCAH'ers in an informal setting which allowed for greater discussion about modeling. This is not always feasible within the structure of our own larger group. Mark & I plan to go to next month's meeting, so if anyone is interested in trying a different venue as well as trying different Asian cuisine, you are welcome to join us!

Thanks for inviting us Bernie!  
Great job!



## The Old Timer

by Don Stauffer

Since this is my first column, let me introduce myself and tell you a little about what you will find in this column in the issues ahead. This will be a 'somewhat regular' column- maybe not every month, but often. The editor can use it when he doesn't have enough otherwise.

I guess I can call myself an old timer. I've been modeling for over sixty years now, starting with model airplanes. I date this time not from when I first attempted a model- I did that for several years before I read well enough to finish one. My first finished model was over sixty years ago. This was in the BP era, you know, BC, AD, and BP. BP stands for 'before plastics'.

There were two types of airplanes then, flying models and display models. We called the later "solid" models, because they were carved from solid blocks of balsa, as opposed to the flying models, or "stick" models, built from balsa sticks, sheet parts, and tissue.

I have a collection of model airplane magazines dating from 1940 to 1954. These are not my original issues. I discarded them when I went away to school. I sadly regretted that, and years later while attending a model airplane flea market saw a collection at a reasonable price, and bought it. The mags include Flying Aces, Air Trails, and Model Airplane News. Each column I will pick at random an issue, and talk about a column, article, or ad in that issue.

There are big changes since that time. Now, there are mags catering specifically to flying models and ones for display (non-flying) models. Of course, the majority of the flying models were also scale models both then and today, so that is not a good term to differentiate- I think flying and display does it well. During the period of these mags, both flying and display models were found in the same mags. Articles on flying models, including flying scale, dominated, but there were still occasional articles on display models.

There were always one or two scratch projects, with plans, in each issue. Such articles are very rare today. The prices reflected in the ads seem very low today, but I have downloaded a "consumer price index" table, and will always account for inflation when I talk about prices.

The issue I picked today is the September 1943 Air Trails magazine. As was typical during the war years (and for a few years thereafter) there were as many articles about full-size aviation and aircraft as articles about models. Because of the earlier introduction above, I will not describe as much of the issue today as I will in subsequent columns.

The one thing I want to comment on is an ad by C-Z Model Airplane Company, one of the few firms offering primarily display models. Their ad touts a new "non-critical material". Balsa was rationed during the war, 'cause it was used for life vests and life rafts, which the country needed millions

(Continued on page 7)

## Build A Model You Bought at the Auction Contest

There were four entries in the Auction Model Contest. The winner was chosen by written ballot cast by the members present. We need a list of the names of the entrants, the models, and the results of the balloting. Would somebody volunteer to provide a little write-up of the event?



(Continued from page 6)

of. Anyway, the unspecified new material promises better detail. I suspect the material was either pine or spruce, common in kits of that era. The photo shows a Grumman Avenger, with nice panel lines (added by the builder, I suspect). The canopy is NOT transparent, it looks like wood also. The ad offers four kits in the series- the Avenger, a Helldiver, a P-40 and a P-47

The Avenger is 85 cents (\$9.60 in 2005 dollars), the Helldiver is 75 cents (\$8.50), and the P-40 and P-47 are 50 cents (\$5.65). Seem like pretty good deals. You can't find many kits for those prices today. And indeed there were kits, as we shall see in future columns that were priced well within the range of today's prices at the hobby shop.



#### Review:

#### DML Panzer I B. Kit#6186

By Fletcher Warren

Dragon's kit comes packaged in a sturdy cardboard box with some nice box-art by Volstad on the top. Inside are 7 individually



bagged sprues, six of gray styrene and one clear, two small frets of photo-etched metal, and a hull. Overall the detail is excellent, with especially convincing weld detail. Many parts have small seams on them, a frequent occurrence with DML parts as they seem to favor detail over things like fit and clean-up unlike Tamiya, for instance. There are few ejector pin marks on the parts though. Assembly starts with the hull and running gear.

They go together easily enough but be careful removing parts C5, 6, 7, 8, and 9 from the sprues as the pins are liable to break off. I advise leaving off parts C10 until final assembly as this makes it easier to paint the wheels. Assembly then proceeds to the tracks. I assembled most of the model before fitting and gluing mine because I like to paint track off of the vehicle. Some of you probably glue and then paint. Either way, though tedious to clean up, they look great when done.

The superstructure is comprised of multiple flat panels that fit onto a shell. While this enhances detail, it produces some annoying seams. Most of them can be eliminated though careful dry-fitting and the rest are easily filled with stretched sprue weld beads. Dragon provides two types of view ports so take your pick. Some of the engine deck hatches are a bit finicky to install. I like the PE engine mesh for the vent; a nice touch. Moving on to the rear hull. The muffler is comprised of three parts, two plastic and a PE screen. This is much nicer than the vinyl one that is provided in the Italeri/Zvezda kit. After repeatedly super gluing the PE chains for the smoke candle rack to my fingers, I gave up and left it off the model. Of course, after it was finished I discovered some incredibly small chain at a model railroad store; 45 links per inch that would have worked perfectly. The next step in the instructions deals with the turret and various upper hull details. The turret goes together nicely but plastic cooling sleeves for the MG34s can only go so far. I recommend getting the excellent Schatton Modellbau MG34 barrel set. Most of the separately molded tools have several seams on them that will require careful clean up. The plastic jack block has a strap molded quite unconvincingly onto it and besides, has got horrible, overemphasized wood grain engraved onto it. I made a replacement out of a basswood block and some old PE frets. I replaced parts B5, the rear fender springs with wire coiled around a pin for a much more convincing look. I noticed that the

fender headlamps are slightly oversized when compared to photos. The included antenna is too thick so I made a replacement out of stretched sprue.

The kit contains two commander figures. They have moderate detail and horrendous fit. DML provides you with six different marking choices. I chose #1, a vehicle that participated in the invasion of France. The decals conform well to the surface detail with an application of solvaset but I could not get the clear film to disappear. I finally trimmed the film away with a new x-acto blade and that fixed the problem. I painted my model with Polly Scale and Model Master acrylic paints. The weathering was achieved with heavy oil washes, pastels, careful airbrushing, dry brushing and finally MiG productions weathering pigments. Overall, this kit is very nicely detailed and I enjoyed building it. It is available from Roll Models for \$22.50. Highly recommended.



#### TCAH GROUPS INVITATION

If you would like to participate and be a part of an important part of the club's activities, I encourage you to join the TCAH Groups discussion forum. You will get important up to date information pertaining to the club and communicate with other club members in the Groups. At present we have approximately 40 members and welcome any new members as well. If you are a current TCAH club member and wish to join, send me your current e-mail address to: [tomnorrbohm@juno.com](mailto:tomnorrbohm@juno.com) and I will send you an invitation to join and a profile to file out.

Tom Norrbohm  
TCAH Groups Moderator

## 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.

**ROLL MODELS INC.**  
<http://www.rollmodels.com>

The Internet Model Shop!


Great Stuff!  
 Great Prices!  
 Great Service!

John Roll  
 Vice President  
[john@rollmodels.com](mailto:john@rollmodels.com)

2709 Vale Crest Rd.  
 Crystal, MN 55422-3427  
 Bus: 612/545-0399  
 Fax: 612/545-0899

RICHFIELD  
**866-9575**

LITTLE CANADA  
**490-1675**



**HUB HOBBY CENTER**

OPEN: MON-FRI, 10:00-9:00...SAT, 9:30-5:30...SUN, 12:00-5:00

Model Railroading   Radio-Control   Plastic Models  
 Science Projects   Kites   Rockets   Road-Racing   Videos

\*Richfield\* 6416 Penn Ave. S, Richfield, Mn 55423 (1 blk S of LUNDS)

**BRINGING YOU THE WORLD IN HOBBIES**

\*Little Canada\* 82 Minnesota Ave. Little Canada, Mn 55117 (Hwy 36 & Rice St.)

**HobbyTown USA.**

Over 150 Franchise Stores Nationwide!

GEORGE ASADOURIAN  
 OWNER

Valley Creek Mall  
 1750 Weir Dr.  
 Woodbury, MN 55125

Phone (651) 702-0355  
 Fax (651) 702-0610  
[www.hobbytown.com](http://www.hobbytown.com)

**FE** [www.FarEastHobby.com](http://www.FarEastHobby.com)  
 15951 Via Puro, San Lorenzo, CA 94580-2443  
 Email: [webmaster@FarEastHobby.com](mailto:webmaster@FarEastHobby.com)  
 ---Your warehouse-priced direct source from the Far East !!!

Make MO/Check payable to :

**KIT C. LAM**

- \* 1/35, 1/76, 1/700 plastic models and PE sets.
- \* Dragon / DML, Matchbox, Voyage Models and more.....