



With an eye for the unique and forgotten aircraft, Dr. Frank Mitchell has created a diverse collection of scratch built aircraft. Dr. Mitchell has been scratch building aircraft for a number of years. He brought in some of his collection to the IPMS National convention last summer. He also gave seminars on the basics of scratchbuilding and the hazards of modeling, which are covered in this issue of The Aero Historian.

Toxicology of Modeling

By Rick Verner

Model building might be dangerous to your pocketbook, but it isn't dangerous to your health according to Dr. Frank Mitchell.

Mitchell spoke on the health hazards of modeling during the 2005 IMPS convention in Atlanta last summer. Besides being an avid modeler, he is a retired physician who practiced in the areas of industrial toxicology for over 30 years.

According to Mitchell, the good news is modeling is overall pretty safe. That being said, there are areas that demand attention and respect some of which might be surprising.

Mitchell began by reiterating the an-

cient idea that everything is poison, it just depends on the dose. The key to modeling safely is minimizing your exposure and therefore the dose.

"One of the best things to do is to get a respirator and use it. The .15 cent dust masks will do a fine job if you are creating a lot of particles through sanding, but they are worthless for vapors such as painting," he said. The mask should get thrown out after a couple of hours because the moisture from your breath makes them ineffective. A respirator will be more expensive and can be found at any hardware or home store. It needs to have a replaceable cannister. The canister needs to be for organics and he recommends changing the canisters every 3-6 months.

The duration of the effectivity of the cannister is based on the assumption of 8-10 hours of use per day. "So if you only use the respirator for occasional spraying, you're probably safe in extending the effectivity time," he said. Mitchell also recommends keeping the respirator in a drawer or sealed bag when not in use to extend the life.

A respirator is only as good as it's seal. If you have a beard or mustache, check the seal by covering the canisters and breathing in. If there is a leak, you will find it. Besides using a respirator Mitchell suggests maximizing ventilation during spray painting, especially if you don't have a spray booth. When Mitchell sprays he opens an adjacent bathroom door and window and sets a fan to blow across

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TCAH This Month

The monthly meeting will be held Saturday May 13, 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 Victory in Europe.

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 – April 2006

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

Guests and Update

The club welcomed former member Mark Egge and John Anderson as guests. Roll Models has purchased Waldron Products, John Roll and Bob Ferreira are adventuring to Oregon country to bring back the goods.

Old Business

Axel has flyers for the Military Collectors Show at the Fairgrounds on April 22-23. We now have links to the IPMS and AAHS websites on our site, thanks to Scott! There will be a Nordic Con meeting after the regular club meeting. Voting for the following awards will take place during the break: Modeller of the Year, Historian of the Year, and Newsletter Article of the Year with results to be announced at the May Meeting. The three past Members of the Year (Steve Hustad, Steve Macey, and George Mellinger) will determine this years recipient, also to be announced at the May Meeting.

New Business

Scott will be adding a "Meet the Members" feature to the website. Ken Hornby will be taking orders for TCAH club shirts to be delivered in time for Nationals in KC or Nordic Con in September; price is \$35 per shirt with or without a pocket. Themes for the upcoming months were discussed and finalized as follows: **June** Last of the Line (last type or company out of business) plus Johannes Allert's King of the Heavies Contest; **July** Flaps; **August** Free for All; **September** Model Disasters; **October** TBA. Gary Anderson attended the Fairmont contest, their clubs first.



Treasurer's Report

March and April 2006

By Tom Norrbohm

March

Not much new on the 'money' front. Things are starting to slow down with the approach of summer. We have gained a new member. John Anderson, a guest at last month's meeting, has become the club's 78th member. Welcome aboard John!

April

Income and Expenses are the usual suspects for the month of April. \$77.40 for the newsletter/postage and \$62.00 for the raffle. That by the way is a record I believe for a monthly raffle. Way to go guys! Our balance as of April 30th is \$6248.34. Until next month!

The Old Timer

by Don Stauffer

This month's issue is the April 1943 issue. Again, this is in the middle of the war news, and the majority of the feature articles are about full-size military planes. An interesting article is about the idea of making planes with transparent skin, to make a kind of stealth fighter!


There is a flying model, a hand-launched glider, called the Air Youth Glider no. 1. A Megow ad, a big two-page ad, features their war-plane flying models, scale models. They are all 95¢. That would be about \$10.75 in today's dollars.

There is a set of three views and other details for a Supermarine Spitfire, including section templates to model this bird. The drawings are in 1/3 inch to the foot, a weird scale, but 'fit the drawing to the page' was pretty common in those days, sort of like the 'scale the model to fit the box' scales of the early plastic period.

(Continued on page 4)

From the President

By Steve Erickson

May is pizza month, also awards month so come hungry I'm ordering all my favorite flavors of pizza. Remember we are guests at Fleming Field so be neat and pickup after yourself, spill only on your fellow members models. Be prepared for a short business meeting after in case Bob has any Nordic Con business to discuss. An old friend and former member Randy Koivisto called one night and told me that Chisago Co. has a Veterans memorial and they have three 10" x 36" shelves on which they would like to display models honoring our former servicemen of all eras. We will be looking for members to donate models of not only aircraft, but armor and ships. I will be bringing this up for discussion during the meeting so see what you would be willing to donate and we'll try and coordinate a display by type and scale. That's it for now. Steve 

AIRLINE CHATTER

by Terry Love

NOTE - With this column, I am marking my 25th anniversary of writing it. I took over this column in April of 1981 from George Minerak, who had just past away. (Time flies when you are having fun!!)

Aeroflot, the Russian airline, plans to buy 30 to 35 Airbus A-320s between 2008 and 2015. Capitalism at work!!

GE Aviation Services, the world's largest aircraft lessor, ordered 30 Boeing 737-900ERs worth about \$2 Billion. GE took out an option for 30 more. The Boeing 737-900 holds 215 passengers.

Hooters Air ceased it scheduled flights on April 17 - tax day, and returned to its charter base - mainly sports teams, and tour groups.

Northwest Airlines lost \$496 million in February, mainly re-organization expenses.

Boeing delivered the following commercial airliners in the first quarter of 2006 -

TCAH Calendar

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

June - Last of the Line (last type or company out of business) plus Johannes Allert's King of the Heavies Contest

July - Flaps


August - Free for All

September - Model Disasters

October - TBA

Business Meeting

April, 2006

Meeting was called to order by Nordic Con chairman Bob Maderich. Committee managers were finalized and managers received their packets of information. IPMS has been notified, as will media such as Finescale, SAMI, SAM, Scale Auto. The flyer was discussed and finalized, and plans made to distribute the flyer. There **will** be a raffle and the committee requests that beginning with the May Meeting, club members relieve their overburdened shelves o' doom by bringing kits/books/decals/videos to the meeting. The Nordic Con committee will be collecting items from the May through August meetings. There will be a Nordic Con meeting after the regular meeting in May. 

717	2
737	72
747	4
767	3
777	17
total	98

Air Europa, the Spanish airline, ordered 16 Boeing 737-800 airliners worth \$1 Billion. Air Europa presently has 30 Boeing 737-800s. China (the government

Contest Calendar

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

buys all aircraft in China) ordered 80 Boeing 737-800s worth \$4.6 Billion. China Eastern Airlines will get 16 of them

Boeing said that the sales of their new Boeing 787 Dreamliner are going so well, that they are planning a stretched version of the 787.

Northwest Airlines plans to start a new commuter feeder airline in June. It will be called Compass Air. It plans to expand to a fleet of about 36 76-seat type of aircraft. Initially, it will use 50-seat aircraft. Its first route will be Washington Dulles airport to Minneapolis.

Northwest Airlines will fly the following NFL teams this fall to all away games - Minnesota Vikings, Detroit Lions, Green Bay Packers, Indianapolis Colts, Tampa Bay Buccaneers, Philadelphia Eagles, St. Louis Rams, and the Arizona Cardinals.

The European Union has banned more than 90 airlines from its airports due to security and maintenance problems. They are mostly African airlines and sub-Asia airlines.




Aeroflot, the airline of Russia, bought six Boeing MD-11 freighters. Boeing took them in as trade-ins.

LAN Chile, the airline of Chile, ordered 3 more Boeing 767-300s for \$270 million. They already have 12 Boeing 767-300s.

Qantas has ordered 65 Boeing 787 already. They are thinking of ordering an additional 50, making Qantas, the airline of Australia, the largest operator of the Boeing 787 Dreamliner, by far.

Delta Airlines lost \$209 million in February.



<p>NORDICON 2006 "Return to the Golden Age 1919-1940" by Bernie Kugel</p> <p>Come one; come all to Fleming Field on Sept 23, 2006. Re-live the days of past glory with a return to the Golden Age. The Great War has just ended and the Roarin' 20's are in full swing. A crazy man in Germany is starting to make noise, as well as Uncle Joe further to the east. We were all amazed by a man named Lindbergh. And our movie theaters are giving us a fantasy in Buck Rogers and Nosferatu.</p>	<p>Hopefully, these will give you some ideas for Nordicon. See you there.</p> 	<p>pion (aircraft spark plugs).</p> <p>This was an exciting time to be an aircraft modeler. Bye for now, see you next time.</p> 
<p>Hopefully this will help give you an idea in what the 2006 Nordicon council came up with for this year's theme. In the past Nordicons, the theme has been mostly military based. This one goes all over the modeling spectrum. Here are some examples:</p> <p>For automotive: You have the early roadsters as well as the luxury cars of Bugatti and Dusenberg. You also have in competition, the early days of Le Mans as well as Indy and Midget cars. Don't forget there was motorcycle racing as well.</p> <p>Ships: remember those beautiful wooden motorboats on Lake Minnetonka.</p> <p>Aircraft: The origins of civil aviation with the DC-3 and the Boeing 247. The Schneider cup as well as the "Spirit of St. Louis"</p> <p>Sci-fi: Flash Gordon, Superman and one of the greatest comics of all time "Blackhawks". And don't forget the monsters of Universal Studios: Frankenstein's Monster, Dracula, and the Wolfman. And don't forget the "Real" Sci-fi of the early days of Rocketry.</p> <p>Military: The re-armament of Germany, The Spanish Civil War. The Yellow wing aircraft of the US Navy. The enormous parade tanks and aircraft of the Soviet Union. And the Japanese invasion of China.</p>	<p><i>(Continued from page 2)</i></p> <p>There was an ad from Aeroplane Photo Supply for reference photos. One buck bought a set of a dozen photos, each of a different airplane. They advertised three sets, one US, one British, and one German.</p> <p>Another two-page spread was for Joe Ott models, with their Ott-O-Former construction. I bought a number of these at the time. I was so found of them I bought one from a collector a few years back. I still have it, unbuilt. To get around the rationing of strategic materials (balsa wood) the ribs and formers were die-cut cardboard, and the stripwood was a hardwood- either spruce or pine. Prices ranged from 15¢ for a 22 inch Corsair to \$1.39 for a 45 inch P-38.</p> <p>The Miniature Aircraft Corp. (Long Island), a great maker of shelf scale models, had an ad featuring a great looking B-17, at \$4.50 (51 bucks in today's money).</p> <p>There was a neat feature article on the Lockheed Constellation. The few civilian versions to go into service before the war were converted to military use, and all the ones coming off the lines went straight to the military. There was, of course, a three view accompanying the article.</p> <p>Many of the ads were for schools teaching aeronautics, pushing you to consider an aero career. There was the Spartan School of Aeronautics, Parks Air College, Dallas Aviation School, and the Curtiss Wright Technical Institute. There were ads for full size aircraft companies, such as Aeronca, Vega (Lockheed subsidiary) and Cham-</p>	<p>Modeling Tips Compiled by Fletcher Warren</p> <p>Here is an easy way to make the tracks sag realistically on an AFV (for plastic, non-workable links). Clean up enough links for the top run of tracks. Tear off a strip of Tamiya 6mm or 12mm masking tape depending on the width of the tracks. Stick the links on the tracks so they are connected with each other and are stuck to the tape. Then carefully lay the length of track onto the track return rollers. Cut pieces of sprue or dowel rod to force the tracks down into a sagged position. Then carefully flip the model upside down and apply a drop of CA to each joint. Wait for the glue to set and then slide the now stiff run of tracks off the return rollers. The result is a realistically sagged, one piece run of track.</p> <p>A good way to simulate the water based whitewash applied to German WWII vehicles is window paint, the stuff car dealers paint showroom windows with. Squeeze out a puddle of paint and then use a Q-tip to brush it on the model. When it is dry, use a stiff, slightly dampened boars bristle brush to scratch and chip it. If you don't like the effect, the paint can be removed with water. This technique should only be used with models 1/35 scale and larger as it is rather 3 dimensional. It is especially effective on 1/16 scale tanks.</p> <p>If you have any interesting modeling related tips, please send them to me at emeikle@aol.com or at 3115 Rice Creek Terrace New Brighton, MN 55112 Thanks.</p> 

(Continued from page 1)

his work. He defines adequate ventilation as "you can feel air moving."

He has also heard of modelers who get air flowing through their work area, only to circulate the fumes throughout the house. "Just put a piece of cardboard over the (cold air return) vent," he says.

The spraying room door should stay closed during the work and about a half hour after to clear out the vapors. Mitchell says he follows his own recommendations overall but sometimes gets lazy.

"I've been doing this so long my wife thinks Floquil is the normal way our house should smell," he says. As for materials such as the polystyrene and resin, the materials themselves are not a hazard.

Although more dangerous substances may be used in the manufacturing process, plastic remains innocuous. It can be an irritant during sanding and he recommends a dust mask.

The vapors from adhesives such as Testor's and other liquid cements can cause symptoms as if you were drinking too much, but exposure to those high levels are rare. However if you spill a whole bottle you will be exposing yourself to a much larger dose than normal.

Mitchell once knocked over a whole bottle of glue. He did what any modeler would do "of course I moved all the parts out of the way so they wouldn't be damaged," he said, "then proceeded to mop up the mess."

Later that night he had a case of asthma that didn't clear up for a couple of days.

Some people can be more susceptible than others and develop chemical asthma. It is usually temporary, but it can become chronic when people are exposed to high doses for long periods of time, such

as factory workers.

Toluene is a chemical which is frequently found in fillers, glues and paints. Toluene is currently not a carcinogen, however it has a dark past. Years ago, manufacturers used benzene in the making of toluene and the final product ended up with benzene in the toluene. Processes have since improved, removing the benzene and the carcinogenic effects of toluene. The real lurking villain of the model bench is super glue. Super glues react with hydroxide ions (water) to form a mechanical and chemical bond.

"Super glue in the eye is a real medical emergency. Do not go to the bank, do not pass go, get yourself directly to the emergency room," Mitchell warns.

Every case must be handled individually but Mitchell says the surgeon will probably have to slowly scrape away the glue from the eyeball; at best painful, and possibly blinding.

He suggests putting a small amount on wax paper and using a sewing needle to apply it. It might not be a bad idea to wear goggles when the super glue is open.

Super glue vapors can also cause chemical asthma. Since the super glues react strongly with hydrogen, porous wood can cause a reaction so strong "I've seen it smoke," Mitchell says.

The accelerators used with super glues are much less harmful than the glues themselves. They smell because manufacturers are forced to add odors to make them stinky and unpleasant so people don't sniff them.

Epoxy compounds work on the principle of exothermic heat release. The chemical heats, cures and bonds. The individual components of the epoxy can be an irritant to skin and the dust to nasal pas-

sages.

Mitchell lumps all paint into two categories: acrylics and everything else. Although acrylics are safer to use than enamels and lacquers, they still contain up to 10% of stuff like fungicides and plasticides which are still dangerous. He always recommends wearing a respirator whenever he sprays any paint. "There was a rumor on the internet about acrylic paint forming in somebody's lungs," he said. Mitchell doubts the validity of the rumor and although he couldn't disprove it, he said misinformation usually starts on the net.

Mitchell looked into the chemical makeup of model paint. "That stuff is the most sophisticated paint on the market," he said.

Future floor wax also can be considered innocuous, but it's probably not a bad idea to wear a respirator when spraying.

Mechanical sanding and drilling can pose hazards too. "Can somebody tell me why Dremel made their drills turn so that whatever you are working on will fly right in your face?" Mitchell asked. He suggests staying out of the plane of rotation of cutting wheels in case they break and fly off.

Soldering fluid has acetic acid and should be use with adequate ventilation.

Lacquer thinners can defat the skin cells which is why you hand feels funny after you've gotten some on you. "Solvents are not metabolized and your body eventually removes them," he said.

Still ACC or super glues win the hazardous prize.

"Since super glues bond flesh I've heard some funny stories of body parts getting glued together. But you would have had to be modeling in the nude, and I don't think we want to go there." Mitchell joked.



Scratch Building Basics

By Rick Verner

When starting a scratch building project, start with the plans says Dr. Frank Mitchell.

Mitchell spoke at a seminar of the Atlanta IPMS convention last summer. He also displayed a remarkable collection of scratch built aircraft sampling some of the most peculiar designs of the past.

"Take the plans and blow them up to the scale you need. Once the scale has been established, make a set at 97 percent," he said. Mitchell has found that 97 percent works well as an accurate size once you add the extra thickness for the plastics.

From the set of plans he then starts with two blocks of balsa wood and begins whittling and sanding a vertical half profile of the fuselage, making a left and right side form of the fuselage. Once he is happy with the shape he cuts a vertical channel in one half of the fuselage and glues in a brass tube. He then drills and inserts the next size smaller tube into a plywood base to form a jig for construction. Once that's done the two pieces are glued together with three small drops of Elmer's glue and joins the two halves together.

The fuselage can now be held on the plywood jig via the channel. The fuselage will have to be taken apart after the mold is completely made to vacuform the two sides. The joined fuselage gets a couple coats of Kilz primer (available at home stores) from a spray can. The Kilz doesn't become too hard, but it does sand smooth.

He then moves on to the wings, forming them in much the same way. Again they are fitted but not glued to the fuselage with concentric brass tubing.

The tail surfaces are made of basswood. Mitchell said he has found

he needs more strength for vacuforming the tail and basswood holds up better.

Canopies are also carved and vacuformed. "The best place to get 3 mil. vinyl for canopies is at storage stores. You can get a plastic zippered bag for storing clothes that is the perfect thickness for canopies," he said.

Mitchell shared one of his favorite tricks for applying canopies. "Mix the paint of the cockpit interior with a white epoxy and apply the epoxy to hold on the canopy. The epoxy now matches the interior color" he said. Glue the canopy on before the final painting so the exterior paint will cover the interior-tinted epoxy.

Mitchell uses Epoxy Lite from the Sig Corporation. The product is designed for flying models but it works well with plastics too. Mitchell has found that fillers never dry completely whereas epoxies do.

Vacuforming the wings can leave a thick trailing edge. Mitchell gets around the problem by gluing a thin plastic strip along the bottom of the trailing edge forming a small shelf. The shelf is then filled and sanded smooth, leaving an accurately thin trailing edge.

When working with the vacuform plastic, Mitchell will reinforce the interior with epoxy. The plastic is generally .02 to .03 thick and by coating the interior the plastic and the joints become stronger and easier to work with.

When vacuforming complex parts, sometimes the plastic will fold over itself like the corner of a bed blanket. That extra plastic and folding can be minimized by raising the mold above the vacuum board with a spacer block. The extra block uses up the excess plastic eliminating the folding.



Magazine Review

by Jack Mugan

There's a new quarterly magazine in town and it's all about aircraft. Making its first appearance at the IPMS Nationals in Atlanta as a free-bee, the first official issue is now available for purchase. *Aerospace Modeler*, *not to be confused with the old Air Space Model magazine*, comes with a hefty \$9.00 US price tag, but for the guys who like aircraft, it's money well spent.



This magazine answers the old often heard question; "Why can't someone produce an American magazine as good as the foreign offerings?". Well guys, here it is. Published by Rookie Aerospace Inc. in Peyton CO, printed in Denver Colorado and edited by Billy Crisler, this magazine is all USA.

The first issue is a spotlight on Viet Nam subjects, part one. According to Billy Crisler, the next issue will have a US Navy theme. The lead article is on a 48th scale A-1E Skyraider by Roger Jackson, and is twelve pages of great text and photos. The page layout is a refreshing change from the usual model magazines, but still contains a mixture of historical information on the subject, reference material available and the background of the

(Continued on page 7)

(Continued from page 6)

author / builder / photographer.

The second feature article is the NIMROD: B-26K/A-26A Counter Invader Conversion in 72nd scale, model and text by Bill Norton, and is twenty-four pages long! When is the last time you saw a model magazine devote that much space to one subject? Included are eight pages covering the B-26K's Operations and details with photos, artwork and text by Jim Rotramel.

Yes, there are kit reviews as well, but done quite a bit differently. How about a comparative review of the Kawanishi N1K1-Ja *Shiden* (George) in 48th scale, using kits from Hasegawa, Tamiya and Otaki? Information includes historical kit data, shapes and size comparisons, detail and "build-ability" and finally price versus value. This review covers four pages. The next review covers the Roden 1/48th scale OV-1A/JOV-1A Mohawk, with text and detail photos spread out over the next six pages.

But wait, there so much more. There is a page of contest coverage of the Desert Classic IX, presented by the Antelope Valley Group. Are you ready for this? There are ten pages of text and great big color photos of about sixty aircraft subjects in the Reader's Gallery. There's more,.....An Airliner Tech from Specialty Press column and a page devoted to IPMS/USA.

Billy Crisler shares some future plans including a feature section for real space and civil / sport / racing aircraft. A regular Hints and Tips from the Experts column, expanding the advertising up to 15% of the total page count and expanding the pages devoted to new products and kit reviews to get the page count up to the 96 page per issue goal.

The next issue is due out soon, so you might want to get on board. You can go to their website at www.aerospacemodeler.com. You may also want to inquire about submitting articles of your own. The maga-

zine is welcoming contributions from clubs and chapters that cover their events. Looks like we got our wish after all. Now it's up to us to support it.

Reprinted from "Dimension", the IPMS/USA Ocala Newsletter, with the permission of Jack Mugan.

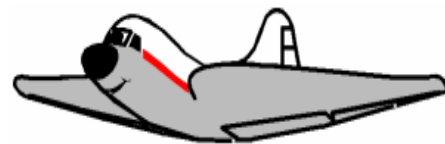


Join the TCAH Mailing List!!

We've setup a e-mail list for TCAH members to keep up to date on the current club events and news. You can join by going to the TCAH website www.aerohistorian.com/newsletter and entering your e-mail address.

AAHS Journal Quarterlies. Complete 1971 through 1988 (less Fall '85) 71 issues- plus 12 later issues. Total 83 issues. Great stuff... fabulous artwork, 3-views, archival photos of pioneer, airline, military and general aviation subjects. A ton of good WWII articles. Enough to keep you reading for a decade! \$150. (If you had subscribed, this would be \$450 worth of issues.)

Contact Noel Allard
nallard@unitelc.com.



ON THE TABLE

April 2006

Modeler	Kit	Scale	Manufacturer	Notes
Jeff Kurth	Pfalz DIII	1/48	Aurora	
Tom Norrbohm	P-40B	1/32	Trumpeter	
Steve Erickson	Fokker DR I	1/48	DML	
Steve Erickson	Fokker D VII	1/48	DML	
Steve Hustad	Lippisch Delta I	1/72	Dujin	Resin
Steve Hustad	Lippisch DFS-194	1/72	PM/Pioneer	Resin
Gary Anderson	Fokker D VII	1/48	Monogram	
Gary Anderson	Albatros	1/48	Aurora	
Gary Anderson	Sopwith Camel	1/48	Monogram	
Merrill Anderson	Albatros D II	1/48	Eduard	
Merrill Anderson	Albatros D III	1/48	Eduard	
Merrill Anderson	Halberstadt D III	1/72	Form-A-Plane	
Bob Maderich	Land Rover	1/35	Tamiya	
Bob Maderich	Jeep	1/24	Hasegawa	
Sean Brozowski	Hetzer	1/48	Tamiya	
Fletcher Warren	Tiger I	1/48	Skybow	
Rick Verner	Alpha Jet	1/72	Fujimi	
Rick Verner	Douglas Skyraider	1/72	Hobby One	

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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