

The Aero Historian



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August 2006



Members of 331 Squadron pose for a shot in the spring of 1945. Note some are wearing American style A-2's with RAF uniform. "Varga" was the name of the German Shepherd. The Squadron keeps a German Shepherd as mascot to this day.

The "Internationals" WW II's Freedom Fighters – Part I

by Johann Allert

As with any hobby, one's interest takes many paths. When I jumped back into it 1986, I began to find new and interesting aspects of WW II history, which I either had not known about, or had read very little about before in my youth. As President Harry Truman once said,

"The only thing new is the history we have not read about".

I had known of the "Free French" as well as the Polish Units that had served in the RAF. Their exploits were highlighted in stories of the "Blitz" of 1940; however, their story didn't end there and theirs was not the only story to discover. I admired these individuals who did not cry "Uncle" once their countries had been defeated in battle and later occupied by the Nazis. Rather than submit to Fascism, they continued

the fight under the command of their host country. As I read about various units, I was pleasantly surprised to find that there were 4 Squadrons created by the RAF that were manned by individuals from Norway and Denmark. The four Squadrons were organized under the following: 330 Squadron- Flying Northrops, then PBYs and finally Mosquitoes. 331 Squadron- Hurricane Mk IIs, then Spit Mk Vs and later Spit Mk IXs. 332 Squadron – Spit. Mk 's and later

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TCAH This Month

The monthly meeting will be held Saturday August 12, 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 Free For All.

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 – July 2006

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

Visitors/Guests

Ed St. Denis from the Zumbro Valley IPMS was in attendance as was Scott Frost, a former member when the club met at its previous location.

Show and Tell

The display table list can be found in the newsletter.

Old Business

Dennis Strand gave an update on having a speaker from the 320th Bombardment Group, this will be an open invite; Dennis also gave out a correction to the website address in June's minutes as 320THBG.org.

New Business

Steve Jantscher proposed that the club establish a two tier dues system, dues for those members who receive the electronic version of the newsletter would pay \$10; members who receive the USPS mailed copy would pay \$20. Don Stauffer proposed that the executive board prepare a proposal on dues and bring it to the club, motion seconded. After discussion a second motion was made to have Steve Jantscher put his proposal into the newsletter, with a vote to be taken at the September meeting, motion was seconded and passed by voice vote. Members are urged to attend the September meeting as this proposal will be voted upon. Mark Copeland asked the club if there was interest in having noted aviation artist Gil Cohen as a possible guest speaker; possibly at the December meeting. There will be a Nordic Con meeting after the regular meeting in July and August. A woman has contacted the club asking if one of the members could build a B-17G for her father, if you are interested please see/contact Steve Erickson for details.

From the President

By Steve Erickson

Welcome to the dog days of summer. Our August meeting will raise the important issue of club dues. There has been a great deal of discussion about this on our web mail. As I see it the issue is how we as members value our club and what we are willing to put into it, both in terms of time and money. TCAH is more than just a bunch of guys that meet once a month to discuss airplanes or models. As an organization we are proud of our newsletter, website and Nordicon. These efforts all need to be supported. Tom will be outlining our club expenses in his column. He will also include a list of projections based on \$15.00 and \$20.00 dues. I urge each of you to check these numbers out before the meeting.

We are a non-profit club so to speak, but successful Nordicon's and auctions have left us in the black for several years. This healthy balance has enabled us to pay for redoing the display at Fleming Field and send model kits to our servicemen overseas. These are efforts TCAH should be proud of. As a club we need to keep a positive balance in the bank, but not too large. Enough money to enable TCAH to function effectively. So lets keep it simple. We can drop the dues to \$15.00 to cover our major expenses or we can declare a moratorium on dues until December. If we wait until after Nordicon and the club auction we would have a better handle on our finances. If both efforts are successful (as I believe they will be) we could drop our dues further. TCAH has always been a strong club able to raise money as needed. Our club dues should be subject to review every year based on our balance strength. So Saturday lets keep it simple and remember its about having fun. Steve



Nordicon Meeting

July, 2006

The July Nordicon meeting was called to order by Contest Chair Bob Maderich.

The tables have been ordered and the group discussed layouts. Table set up will be at 4 pm on Friday September 22, volunteers will be needed to help set up that afternoon. Don Stauffer will print up more fliers for committee members to take to local hobby stores. Special Awards commitments and monies are due by the August TCAH meeting. Judging at the contest will be open-style, starting with very broad categories that will be narrowed down depending on the number of entries in a category. A discussion was held on the raffle; as of the meeting we had only 20 or so donations. Jeff will have a short blurb in the next newsletter. Take a look at the shelf of doom and donate...please!

AIRLINE CHATTER

by Terry Love

United Airlines was considering moving its headquarters to another city to cut costs further. Possible locations were Denver and San Francisco, but they decided to move to downtown Chicago for their new Headquarters. I wonder what kind of a "deal" they got to move there.

Delta Airlines is the only airline serving 5 continents with non-stop flights from New York City.

Cathay Pacific ordered 6 Boeing 747-400ER freighters. Value of the deal is about \$1.4 Billion. Cathay Pacific currently has 14 Boeing 747 freighters.

Airbus A-380 super jumbo jet is so big and so heavy that most commercial airports can not take it. New York(JFK), San Francisco, Los Angeles, and maybe Miami are working on details now whether they will accept the A-380 upgrades. Costs are millions and millions of dollars.

TCAH Calendar

August - Free for All

September - Model Disasters

October - TBA

Omni Air has purchased six Douglas DC-10s from Northwest Airlines. They are:

Fleet number	Delivery date
1238	September 4
1239	October 1
1243	October 1
1240	December 31
1244	January 15, 2007

They all will be removed from service two weeks prior to the above dates for engine changes and inspections.

TAMSA, the domestic airline of Brazil, ordered 37 more Airbus airliners. They are 15 Airbus A-319s, 16 Airbus A-320s, and 6 Airbus A-330s. TAMSA is the largest Airbus operator in Latin America with 64 aircraft (41 Airbus A-320s, 13 Airbus A-319s, and 10 Airbus A-330s). TAMSA will use the narrow bodies to replace its current fleet of 100-seat Fokker 100 jets.

Delta Airlines lost a staggering \$2.1 Billion in the first quarter of this year, but lost only \$16 million in the month of April.

Northwest Airlines lost \$88 million in the month of May.

The Boeing 737-800 is the most popular airliner in the world, having sold more than 1800 of them. As of June 1, 97 customers have ordered 3,200 Boeing 737-800s. 1,200 are on order for a net value of about \$85 Billion.

Boeing has forecasted a \$2.6 Trillion market for new commercial airliners in the next 20 years, assuming a 4.9% annual increase in passenger traffic, and a 6% annual increase in air cargo traffic. North America will be 24% of the increase, Europe will be 28%, Latin America, Middle East, and Africa will each be about 12 % of the

Contest Calendar

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

growth. The deliveries over the next 20 years should be as follows:

3450 regional jets - 90 seats and less
16540 single-aisle jets - 100-120 seats, dual class
6230 twin-aisle jets - 200-400 seats, tri class
990 jets 747 size or larger - more than 400 seats - tri class

Most of the legacy airlines (NWA, American, Delta, Continental, etc.) have pilots on furlough. These airlines are finding that some laid-off pilots are refusing to return to the airlines. A lot of pilots have found other jobs. Also if a pilot returns, he or she will be near or at the bottom of the seniority list. That means flying longer hours, less money, and they will be away from home for as much as 22 days a month. At Delta, one out of every three is refusing to return, and at Northwest, American and US Air, it is about one in five.

Boeing loves to announce orders at airshows like the Paris Air Show. At Farnborough Air Show, Boeing announced that Jakarta, Indonesia - based Lion Air ordered 30 more Boeing 737-900ERs for \$2.2 billion. Lion Air also ordered 30 more options of the same aircraft. Also announced was an order from Load Air Cargo, a Kuwaiti-based freighter airline, for 2 Boeing 747-400ER freighters for \$494 million.

Boeing also announced at Farnborough, that the leasing company, ILFC, ordered 6 Boeing 737-800s, 2 Boeing 777-300ERs, and 2 Boeing 787 Dreamliners, worth about \$1.2 Billion. That value of Boeings ordered at Farnborough was about \$10 Billion.

Airbus was at Farnborough, also. They sold some airliners, too. Announced was an order from Ae-

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gean Airlines of Greece who ordered 3 Airbus A-320s. Next was Grupo Marsans of Spain who ordered 12 Airbus A-330-200s, with an option for 10 more. ILFC ordered 6 Airbus A-320s. Next was an Airbus A-319CJ, corporate jets, plus an order for 10 Airbus A-320s from Go Air of India. Next, Air Caribe ordered an Airbus A-330-300, and finally Air Asia of Malaysia ordered 40 Airbus A-320s with an option for 30 more. This totals 86 airliners worth around \$7 Billion.

Airbus said that firm orders for the Airbus A-320 family of airliners, is now more than 4,300 with more than 200 customers.

Afriqiyah Airlines of Libya has just ordered 6 Airbus A-320s, and 3 Airbus A-31s, plus an option for 5 more. They also ordered an Airbus A-330-200 and 3 more on option. This is a new airline using oil money for Libya to start up.



DUES

The hot topic this month is changing the dues structure. Check out the following two articles, and the President's column.

New Dues Structure: A Proposal by Steve Jantscher

At last month's meeting I made the proposal that we lower the membership dues starting with next year's dues cycle. This received a discussion among the members present, and ended with a suggestion that I "write it up" for the newsletter so a vote can be taken at next month's meeting.

I propose that we start a two tiered membership dues system with the collection of the 2007 membership year dues. Fees would be lowered to \$10.00 per

annum for members who elect to receive the newsletter electronically from our website. For those members who desire a hard copy, the membership dues would be increased to \$24.00.

The reasoning behind the proposal: The printing, addressing and posting of the newsletter is a time consuming task, performed by a volunteer. The hardcopy newsletter printing and distribution represents the majority of our recurring expenses every month. The extra burden to collect dues in one of two categories is not overly burdensome, and would provide another incentive to reduce circulation. We already keep a mailing list of members that desire a hard copy.

Those members who still desire to receive a hard copy of the newsletter will be able to do so, with a slight increase to their membership dues to maintain their newsletter status. The current cost of production and postage of the newsletter comes to a little more than \$14.00 for twelve issues. The increased cost of the newsletter receiving membership dues directly covers the cost of producing the paper newsletter to the club.

Finally, the club has plenty of money, with nothing of note requiring large amounts of outlays on the horizon. We've only lost money on one of the last four or five Nordic Cons we've hosted (and that was only a couple hundred dollars, a week or so after 9-11). On average our annual model auction raises between \$600 - \$1200. Even if everybody now a member elects the \$10 membership, that would still bring in over \$700 in dues. In short, with over \$5500 in the bank account now, we're not hurting for money, and the lowered dues will more than meet our other (non-newsletter) annual outlays. Finally, if in the future the worst case comes, and we find a need for more money, we can always raise the dues amount again.



Dues—a Different View

By John Dunphy

This is in response to the proposal to change the dues rate for the club. As a member for the past 5 years, I have not had a problem with the current dues. I have been asked several times if I feel I am getting \$20 of value, and I can say yes. Not only do I get the newsletter (a printed copy). I also feel I get \$20 in discounts in a year. I really don't like the idea of a two-tier dues system. One or the other. This is only my opinion. Thank you for the time.
John Dunphy



Resin Basics

By Rick Verner

Imagine working 80 hours on a model and then having it ruined. That's what Jef Verswyvel, owner of Black Box resin company does for a living.

"I figure we have one shot at making a good mold," he said. If something goes wrong during casting, the master can be ruined and he has to start from scratch.

Verswyvel outlined how he creates his resin detail sets and how to install them at the International Plastic Model Society convention in Atlanta last summer.

The first step in creating the detail sets is to get as many reference photos as possible and study them thoroughly. He then builds the masters for the molds using sheet plastic, rods, stretched sprue and lots of Apes Sculpt from the AVES company. He sculpts the fine wire, fabric and many of the flat surfaces out of the Apes Sculpt. For more information about working with Apes Sculpt see the past article in the TACH newsletter and the www.avesstudio.com website.

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VIII and IX. Lastly, 333 Squadron was flying Mosquitoes.

I did some research as well as conducted correspondence with the Norwegian Consulate. The Air Attaché there was kind enough to send a Squadron History of 331 Squadron. I shared the book with Mark Copeland who returned the favor with a surprise. He invited me over to his home the day after Thanksgiving in 1995. His surprise turned out to be a Norwegian who flew in the RAF during WW II. Here is his story.

Mr. Jan Christianson, or "Chris" as his RAF mates called him, served with the Norwegian Army when the Germans invaded in 1940. At that time, he was flying single engine floatplanes in co-operation with the Navy. As the enemy advanced, he flew reconnaissance and artillery spotting missions using a British "Tigermoth", a plane which he really loved for its agile characteristics as well as its ability to do short take off's and landing in the rugged terrain of Norway. As the allied powers began to lose their foothold on Norway, plans for escape had to be made. In order to deny its use by the Germans, he purposely wrecked his "Tigermoth" by taxiing it between two Pine Trees and then setting it on fire. As he related the story, a sense of sadness came over his voice for having to wreck an aircraft he had become so attached to.

He managed to hop a freighter bound for England and joined the RAF. He was sent to Canada for further training on Spitfires. Upon being posted to a squadron, he chose not to fly with Norwegian Squadrons on any long-term basis. I became curious and asked why. "Too much politics" was his reply. He was posted to a Squadron flying Spitfire Mk VIs in northern Scotland. The Mk VI was used as a high altitude interceptor against German bombers and reconnaissance missions. Later, he was posted to another RAF squadron flying Mk VIII and for a short time flew patrols over the Bay of Biscay. It

was here that he had a brief encounter with an FW-190. He was at the limit of his patrol when it occurred. The FW-190 dove on him and in an effort to counter his move, he pulled up on the stick and gave him a short burst. He missed, but the FW-190 was forced to "jink" to one side. It dove past and flew away. Being at the end of his range and low on petrol, "Chris" decided it would be best to do the same. I asked him if he had any personal markings on any of his a/c. He said that because of the constant turnover and/or loss of aircraft amongst the pilots, there was never any long term association with any one aircraft; however, when being assigned a mission, he would request an aircraft with the individual call letter of either "N" (for Norway) or "T" (for Trouble). He related a story of a junior pilot who had used the Squadron CO's favorite a/c which individual letter was "Q". The pilot was shot down and captured while flying a "rhubarb" mission over France. Months later, the Squadron received a telegram from the captured pilot via the International Red Cross. The message stated that he was OK and ended with an apology to the CO.. "Sorry about old "Q", not her fault." Later, he was posted to 331 (Norwegian) Squadron and flew joint ops with both 331 and 332 for about a month at North Weald. He later requested, and was granted transfer to 23 Squadron, which was flying Mosquito Mk IIs and Mk VIs. At that time, 23 Squadron's primary mission was to escort bombers from 100 Group as prevention against night intruders. After escorting the bombers to the target, the "Mossies" were cut loose to do any freelance work on the way home, which primarily included strafing the rail system. One of his most vivid accounts was where he almost met his end during a training exercise. He and another "Mossie" (YP*T serial # HR211), we practicing night attacks in the evening over their airfield when suddenly he heard over the

intercom a frantic voice trying to warn him "Chris! You've had it!" The pilot in the other a/c had come too close shearing off about 6 feet of his port wing.

At that point, he dropped his landing gear and searched for a clear space to land. He managed to land his a/c in a farmer's field, but crashed through a stone wall. The landing gear collapsed and the plane came to rest approx. 50 yards beyond the wall. "Chris" and his Navigator scrambled out of the a/c and jumped over one of the stone walls in case the a/c caught fire and exploded. Shortly afterwards, they heard a voice in a very clipped and proper British accent asking "Is everyone in there alright". "Chris" peered over the wall to find an "Erk" (ground crewman) with a flashlight standing on the wing of the wrecked a/c searching for them. He informed him of the possible danger of the a/c to which, he quickly joined them on the other side of the wall. I asked him if he or his navigator were injured. Neither of them were, nor was the crew in the other a/c. In fact, he said the other a/c had it easy. Their vertical stabilizer was destroyed, but because they were directly over the field, they just cut their engines and landed. Strangely enough the rescue crews sent to help them, were not so lucky. As the rescue trucks approached, they tried to cross the open space in the wall created by their a/c. As a result, one ambulance tipped over, and two of its occupants ended up with broken arms.

His aircraft was a write-off, but the 6 feet of wing ended up in the barn of the farmer whose field he crashed on. When he went back there for one of his visits in the 1970's, it was still in there.

After VE-Day, Jan Christianson was informed he and his unit would be re-deployed to the Pacific. A move he did not agree with. To him, his war was over. As it turned out, the A-Bomb was dropped, Japan surrendered and he went back

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Norway to fly for the newly reformed SAS airlines. Oddly enough, his first a/c he flew was a Junkers 52, which had been modified as an "airliner". At the end of his flying career, he was flying Boeing 747's. He retired from SAS, became a US citizen and moved to Wisconsin. My sincere thanks to Mark Copeland for the pleasant surprise and the wonderful afternoon visit!
(to be continued..)



New Improved Product

By Jack Mugan

My quest for a good applicator for liquid glue is finally over at last. I have been using the Touch-N-Flow applicator for many years. I was really excited when this product first came along, because I never had a lot of luck with those brushes they put in the bottles. The Touch-N-Flow applicator made gluing those seams and trailing edges a lot eas-



ier.

The only problem with the old product was loading the glue into the glass tube. The manufacturer wanted you to put the tube in the liquid glue upside down and let the capillary action suck the glue into the tube. Although this method worked some of the time, I used to just put the wire end in the glue, and sucked it up myself. Yes, I know this isn't the smartest thing I've done, and yes, I did get some glue in my mouth a time or two

when I wasn't careful, so I don't recommend this method when using this tool.

Now they have brought out the Touch-N-Flow "System" #7000 that is a three-piece package. The system includes an applicator, a squeeze bottle and a bottle of Ambroid ProWeld liquid glue (My favorite). Now you just fill the plastic squeeze bottle half full of the liquid cement, insert the glass tube onto the squeeze bottle and fill the applicator. When you are finished gluing you just reverse the process and TaDaa...all done.

Now you can fill seams with a single continuous application, or apply a micro-droplet with pin-point accuracy and reach into tight corners without runs or smears. I got mine in my last order from Roll Models.



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The master making process is time consuming. It can take him anywhere from two to six weeks to complete a detail set depending on his enthusiasm for the subject. He really likes F-16s and that project took two weeks (80 hours) but he doesn't care for Tornados so that project took him six.

Once the master is completed, he covers everything with Elmer's white glue to smooth out imperfections and then casts the molds.

Once cast Verswyvel prefers to not cut the molds, rather he tries to cast them in a way so that he can pull them out. He feels the casts are better from a one-piece mold.

In preparing the pieces for installation he recommends making multiple passes with an X-acto knife to cut thin pieces from the pouring plugs.

Many times the resin is too thick and will need to be sanded down. A regular machine sander would sand too quickly. He uses a Micromark worm gear sander which has slower rotations and thus more control.

Installing resin cockpit detail sets is fairly straight forward. "For

example, if you are installing a cockpit side wall, apply a small amount of white glue to the center of the piece. That will allow slight adjustments without breaking the bond. Once in the proper position, go around the perimeter with a light amount of super glue, he suggests.

Verswyvel strives to make his resin kits fit as closely as possible however injection plastic kits can vary between newer or later versions. Injection molds age they wear out, thus giving a thicker or thinner plastic between kit runs.

Pin holes are commonly found in resin castings and are caused by trapped air during the molding process. "Pin holes can be filled with super glue or any regular filler," he said..

As for mold and resin material Verswyvel recommends R.V. 1120 from Silicone Inc and Huntsman resin TAT 205-3.

Verswyvel doesn't use a mold release chemical and has had no trouble just painting his detail pieces without cleaning them. For clear resin pieces, watch crystal cement works well. "GAS makes a good product," he said.

In order to keep the pin holes to a minimum, it is important to get all the air out when making a mold castings. "Sometimes you can squeeze the mold while it is still wet and work some air out.," he said. Most items are cast with a large plug at the top which is used for filling the mold with resin. Air will rise to the surface in the plug which will be cut off anyways.

Other techniques include placing the casting and mold into a pressure pot like an old pressure cooker or a vacuum chamber. You can provide vacuum when making the R.V. mold but don't pressurize R.V. Pressurization will inject air into the R.V. Once you've moved on to making the casting from the cured R.V. mold, the resin can be vacuumed or pressurized.



Twin City Aero-Historians,

On behalf of the Chisago County Historical Society I wish to thank the Twin City Aero-Historians for their very generous gifts of model aircraft for our veterans memorial exhibit. Special thanks to members Johannes Allert, Tom Norrbohm, and Dave Weitzel for allowing us to display their awesome talent!



While placing the model contributions in the display cases, a veteran and his grandson were present. The youngster was in awe of the planes and I think you have recruited a future member, while Granddad was tickled to point out the aircraft of his generation. You never know, your gift may inspire someone to become an as-

tronaut or a leader in aviation. Your efforts will also add some visual flavor to an important history lesson.

Having produced models in the past, I'm fully aware of the hours of labor involved in the procurement, research, and production of the finished piece of art. Parting with one of your creations is difficult, at best, so my hat's off to you!



The models are displayed in the Lindstrom Chamber of Commerce building adjacent to the outdoor Veterans Memorial on Highway 8 in downtown Lindstrom. Please stop by when you are visiting the lakes area to view a first class memorial.

We have enough aircraft in the display, but would certainly welcome any armor, artillery, ships, or helicopters.

Thanks again for honoring those that have served our country!

Randy Koivisto
Vice Commander
American Legion Post 85
North Branch, MN



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 JULY 2006

Modeler	Kit	Scale	Manufacturer	Notes
John Dunphy	M4 Sherman	1/48	Tamiya	out of the box
Steve Jantscher	Panther G	1/48	Tamiya	
Bernie Kugel	Arado 196 on Bismarck Base	1/700	Tamiya	Tom's Modelworks PE
Bernie Kugel	Flak 37 88mm	1/35	Tamiya	
Bernie Kugel	Tiger I	1/35	Italeri	
Steve Erickson	P-51B Mustang	1/48	Tamiya	
Steve Erickson	Bf-109G10	1/48	Revell	
Don Stauffer	"Le Superbe"	1/1200	Micronaut	
Bob Maderich	Junkers Ju-52	1/72	Italeri	
Bob Maderich	Douglas DC-3	1/72	Revell/Germany	
Ed St. Denis	Pak 43/41	1/72	Ace	Planet barrel
Dennis Straud	Vought V-173	1/48	Sword	
Dennis Straud	Bell XP-77	1/48	Czech Models	
Johannes Allert	M3 Stuart	1/72	Mirage	
Steve Hustad	Fw-190D9	1/72	Hasegawa	crash landing diorama
Steve Hustad	Fw-190D9 Surrender	1/72	Tamiya	Loon correction sets

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
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 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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