



Mosquito Vs, No. 333 Squadron

The “Internationals” in WW II – Part II

by Johann Allert

The old adage “Truth is stranger than fiction” was never more so in 1995 when I was looking up information on Norwegian Squadrons. What I found next was truly out of the ordinary. In the 1990’s there were a lot of events commemorating the 50th anniversary of WW II. One, which occurred here in the fall of 1995, was particularly interesting. At that time, King Harald and Queen Sonja from Norway were visiting the Twin Cities. One of the social events staged

on their behalf was covered in the papers. What caught my eye was the following: “Among the guests at the VIP table was Mr. Norm Midthun, a retired NWA pilot, who left his native state during WW II to travel to Toronto, Canada, where he enlisted in the Royal Norwegian Air Force.”

The line as well as the questions jumped out at me. Why did this guy enlist to fight under another country’s flag? What did he actually do? What squadron was he attached to? Etc.

Well, I decided to take a risk and call the paper to see if they had any more information. They put me in touch with Mr. Wayne Wangstad

who wrote the article. He provided me with the contact information and where I could locate Mr. Midthun. When I called Norm Midthun and after introducing myself, I asked if he flew with 330 or 333 Squadron. He replied “How in the heck did you know that?!” It was then that I told him of my interest and if there was anything else he wanted to share. “Sure!” he answered “What do you want to know?”

He grew up in Minnesota and enjoyed school. One of his role models was a teacher who became a close mentor and friend. The teacher was originally from Norway and along with many Minnesotans,

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TCAH This Month

The monthly meeting will be held Saturday September 9, 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 Model Disasters.

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 – August 2006

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

Visitors/Guests

Jay Franken, a guest to the meeting inquired about the location of the site memorial of the B-52 crash.

Old Business

There will be an award for best racing aircraft model at Nordicon so get building a racer from the early days of aviation through today's Reno racers.

Meteor Productions is sending a \$25 gift certificate to IPMS chapters that renew their charters by Jan 1, 2007; the certificate can be used by the chapter in any way it wishes.

Steve Erickson opened the debate on the Dues Question with the following points: 1. the role of having fun in the club, 2. our current budgetary process has no true fiscal year (although at one time the club did have one), 3. as the newsletter is voluntarily edited and written the club cannot guarantee that it will always be produced, and 4. as an alternative we put a moratorium on dues collection for the new year (2007) until December, after Nordicon, Auction, and elections; at that time the new club officers could establish the budget and set dues accordingly.

Steve Jantscher then took the floor to explain the reasoning to his motion at the July meeting and to discuss the current bank balance. Don Stauffer moved to table the discussion of establishing the amount of the annual dues until December when the newly elected officers are in place. Steve Erickson moved that the club have a fiscal year from January 1 through December 31 (with dues to be set in December along with prorated amounts.) Motion passed by voice vote.

Treasurer's Report

August 2006

By Tom Norrbohm

We are now starting to get expenses for Nordic Con in September. Our biggest one to date is for the table rentals. Our expenses for August came to \$480.54 and included table rental and postage for Nordic Con along with the newsletter and postage costs. Income for the month was \$90.00. This came from dues and Special Award sponsorships for Nordic Con. Our newest member is David Nelson of Vadnais Heights. Welcome aboard Dave! Our balance as of August 25 is \$5335.06.

Nordicon Update: committee meeting after the August and September club meetings.

New Business

Johannes Allert proposed the club to affiliate with AAMPS in addition to our current affiliations with IPMS USA and AAHS. To be an affiliated AAMPS chapter we only need one member currently enrolled with AAMPS. The club approved the proposal to become AAMPS affiliated with a voice vote.

IPMS NATS: about 20 TCAH members were in attendance. Almost everyone who entered a model won some kind of award. Congratulations!

Nordicon needs DONATIONS for the raffle! Please release your tired and dusty boxes of plastic from your Shelves of Doom for September's meeting! John Roll will collect raffle donations.

The Air Guard and Fort Snelling Military Museums will be open together and asked for volunteers from the club for weekends to help out. The Air Guard Museum will be painting and cleaning up the SR-71/A-12 and will be acquiring an F-16. On October 15th, both museums will be open with a tram run-

(Continued on page 3)

From the President

By Steve Erickson

[Editor's Note: Looks like Steve got caught by the short deadline for this month. Darn near got me, too.]

TCAH Calendar

September - Model Disasters

October - TBA

Contest Calendar

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

Nordicon/Business Meeting

August, 2006

Meeting was called to order by Con chairman Bob Maderich at 3:00 pm.

Judging will be a combination of an open judging system in which three judges will look at each model. Model will receive an average of the scores. Categories will depend upon the number of entries. Aim is to keep the model room open as long as possible, with the room closed only from 12:30 to 1:00 pm to brief judges and establish categories. There will be a "check box" on registration if the modeler would like his/her model to be eligible for the "Golden Age" Award.



Tables will be delivered Friday Sept. 22 at 4:00 pm, volunteers are needed to help set up.

Volunteers are needed for the following: Judging, Registration, and Raffle Table. Larry will bring volunteer sign up sheets to the September meeting.

Advertising will consist this month of committee members placing posters and flyers in local hobby stores.

Registration fee will be \$10 for all the models you want to enter; Juniors will be \$5 for all you can enter.

Security is locked and loaded.

Short discussion on the vendor tables and set up.

Meeting adjourned at 3:45 pm.



AIRLINE CHATTER

by Terry Love

Singapore Airlines bought 9 additional Airbus A-380 super jumbo jet airliners and 20 Airbus A-350s. The deal is worth \$7.5 Billion.

United Airlines earned \$119 million in the second quarter of 2006.

Jet Blue earned \$14 million in the second quarter of 2006.

Midwest Airlines earned \$8.8 million in the second quarter of 2006.

Air Tran Airlines earned \$32 million in the second quarter of 2006.

Frontier Airlines earned \$4 million in the second quarter of 2006.

Northwest Airlines lost \$285 million in the second quarter of 2006.

Delta Airlines lost \$2.21 BILLION in the second quarter of 2006.

U S Air ordered 25 Embraer 190 small jets. Deal is worth \$625 million. The em-190 seats 106 passengers.

KLM is installing winglets on its entire fleet of 737s.

Northwest Airlines applied for the route Detroit to Shanghai using Boeing 747-400 equipment.

United Airlines is adding about 40 flights per week to the orient from the USA.

U S Air is trying to get the "Crown Jewel" of the European flights - New York to London.

U S Air and Delta Airlines have been in early negotiations about a possible merger!!!

Continental Airlines is the launch customer for the new Boeing 737-900ERs series of airlines. Continental ordered 12 of them.. They are stretched 737-800s with more range and winglets.

Spice Jet of India ordered 10 new Boeing 737-900ERs valued at more than \$700 million.

Monarch Airlines ordered 6 Boeing 787 Dreamliners with options for 4 more. Cost of the deal is around \$1 Billion. Monarch Airlines of England, is a major airline of the tour operating industry.

Sterling Airlines of Denmark, ordered 6 Boeing 737-700 airliners for \$165 million.

Boeing announced as of September 1, they have received 420 orders, of which 377 are firm orders for the Boeing 787 Dreamliner. Value is around \$60 Billion, making the 787 the most successful commercial airplane launch in history.

Atlas Air Cargo and Polar Air Cargo, ordered 12 Boeing 747-800 freighters. Currently operated by Polar and Atlas, are 37 Boeing 747 freighters.



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ning between Fort Snelling, the Air Guard Museum and the Military Museum.

Alex Kornfuehrer gave the club and update on Scotty Wallace's condition.

Steve Hustad brought up the idea of another club bid for the IPMS Nationals in 2009. Many TCAH members in attendance at the Kansas City event were asked if our club was going to bid. Steve will write a newsletter article detailing a proposal for bidding on the Nationals at the December meeting.

Meeting was adjourned at 2:45 pm.



YOUR NAME HERE! Write an article for the Newsletter.

(Continued from page 1)

were either first or second generation Scandinavians. The invasion of Europe by the Nazis and the fall of Norway affected Norm greatly. He was encouraged by his teacher to get in contact with the Norwegian Consulate, which was located at that time in Minneapolis. The teacher had contacts there and could help him with the red tape. The U.S. was still neutral, but Norm could get in early and get experience. Besides, there was the kinship he felt for the people of Norway and the plight they were in. His teacher escorted him to the Norwegian Consulate; there they asked him if he knew the language. He said "yes", but purposely left out the words..."but not much."

He went to Canada, gave up his citizenship for the next 4 years and learned not only to fly, but speak the language at the same time. As his training progressed, he learned to fly larger a/c. He was eventually posted to 330 Squadron, which at the time was flying PBY Catalina's. 330 Squadron was a patrol and anti shipping unit, and from time to time flew the venerable workhorse; they would help supply the resistance in Norway. Later, he was posted to 333 Squadron, which used the Mosquito to fly what was known as "outrider" missions. These missions constituted using a variety of a/c to attack shipping in the fjords of Norway. 333 Squadron was used to scout out the fjords to assess the target and its defense capacities. Once they found a favorable target, they would radio the remainder of the Mosquitoes and Beaufighters in to strike (Not all pilots preferred just to scout out the targets. Some wanted in for the kill. Jan Christianson had mentioned that a fellow Norwegian was angry at not having been able to participate more directly on the strikes. "Chris" pointed out that in the big picture, his service as one who knew the lay of the land was more important for the mission's success. Nevertheless, the pilot remained adamant. "Chris" found out a while later that his friend had disobeyed orders,

went in for a strike and was shot down and killed by AA fire.). By 1942 Norm Midthun had been flying missions with the RAF & Norwegians for about a year. By this time, the U.S.A.A.F had arrived in England and he was approached by the Americans to join them. As a pilot in the U.S.A.A.F., he would certainly make more money, but in the end, Norm decided to stay with the Norwegians and the RAF. When asked why, he simply said "I had given them my word and oath. In turn, they gave me training and support. I had become friends with many of them and did not want to leave my mates."

At war's end, Norm Midthun had the honor and privilege of being one of the pilots assigned to fly King Olav and the Royal Family back to Oslo. He stayed on for a while and continued to be their pilot to help shuttle them around the country. Norm said the Royal Family was reserved, but always kind. One did not speak to the King unless spoken to. On one particular flight, King Olav was sitting in the co-pilots seat and asked some questions, to which Norm gave answers. After a while the King said "I've been sitting here for 20 minutes talking to you and I can't figure out which part of Norway you're actually from!" As it turned out, Norm explained to the King that he was originally from Minnesota and did not know very much Norwegian. He was taught the language by his Navigator, his roommate and by two or three persons in his ground crew. All were from different parts of Norway and all had slightly different dialects and accents, thus throwing the King off. After returning to the United States, Norm got a job as a pilot with Northwest Airlines and retired in the 1980's. after which time he opened up a candy shop in downtown Minneapolis. An appropriate end to a sweet story.

References:

331 Squadron, 50 years – Royal Norwegian Airforce, 1991

Squadrons of the Royal Air Force & Commonwealth 1918-1988, 1988

The Strike Wings - <http://www.scotshistoryonline.co.uk/sorties.html>

"No long speeches on menu at Royal Banquet" St Paul Pioneer Press, Oct. 19, 1995



2009 Nationals Bid

by Steve Hustad and Ken Sallman

There has been some interest expressed regarding TCAH making a bid for the 2009 IPMS National Convention. Steve (Hustad) and Ken (Sallman) have discussed this topic to some length and are volunteering to co-lead this effort. The purpose of this article is to provide an overview of the IPMS/USA National Convention's bid process and provide a brief outline of the organizational structure required to pull this event off. We propose that the question of TCAH participation be included in the ballot for the November Elections.

The time line for bidding is relatively simple as outlined below:

- Notify IPMS/Ron Bell no later than December 31 of our intent at which point he will mail a package to the club which includes general information, requirements and the forms/applications needed for the selection process.
- Assemble a proposal and submit this 60 days prior to the next IPMS National Convention. This allows the National Committee time to review and critique all of the proposals received. (The last time, our 2003 bid, we received a letter with about 20 questions/comments regarding the bid to which we had to provide responses and submit them

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- at the 2001 Convention in Chicago).
- Present the proposal to the selection committee and IPMS membership at the 2007 Convention (Orange County, California). Each candidate is allowed about 20 minutes to make their "pitch", and explain why their site would be the best candidate.
- The Selection committee, which consists of IPMS national officers and former National Convention Chairs, then convene in a closed meeting to discuss the relative merits of each proposal and then vote (providing there is more than one applicant) to decide which site is to be chosen.
- The winner is then announced at the awards banquet.

I will bring a copy of the 2001 proposal to the September meeting as it provides a good overview of not only the submission but what will be expected of us if we are successful. I'm sure the first question in almost everyone's mind is how much time do I have to commit? In general, we'll need a core group of about 5-7 members to help assemble the bid. From experience with the last bid, the total time spent was about 100 hours spread between those 5 - 7 people, and three months. This includes the following:

- Establish an organization chart which identifies the committee chairs and the other volunteer's responsibility categories.
- Selection of the venue, negotiations regarding room rates, tables, exhibit space, as well as all the other relevant details associated with such a proposal.
- Identify and recruit folks to conduct seminars.

- Establish a detailed budget for the convention which includes both estimated expense and revenue.
- Decide on a theme and any special awards related to it for the contest.

If we are successful in the bid, we will need an additional 8-10 ten members (total of 15) to act as chairs for the various sub-committees and to provide planning and input for the reports we'll be required to submit to the National Committee over the next two years. It is during the convention (typically Tuesday evening-Saturday) that we will require an additional 40-60 people who will be willing to work a minimum 8 hour shift for each of the 4 days of the convention. This includes (but is not limited to):

- registration,
- security,
- vendor liaison,
- seminar support,
- photography,
- contest liaison (note: the National Committee will provide the judges, we will need to provide for any support they may need),
- Awards banquet.

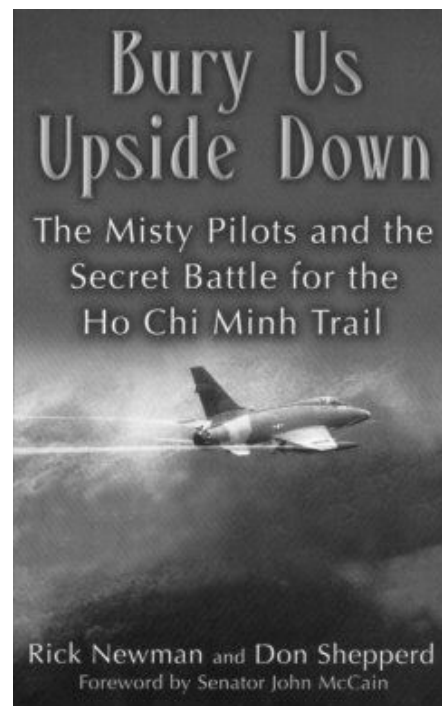
It's my understanding that several other local clubs have expressed an interest in participating in this endeavor and will be able to help provide both the leadership and manpower necessary for a successful and memorable convention.

We (Steve & Ken) will make a presentation during the 'Old Business' portion of the September and October TCAH meetings and will answer any questions or comments during those times.

Note that a final membership vote on whether or not to proceed with the bid is expected to be voted on at our November meeting.

BOOK REVIEW

Read Misty For Me
By George Mellinger



All of us who were in Viet Nam knew about the FACs, the Forward Air Controllers. These were pilots who flew small Cessna O-1 Bird Dog aircraft slow and low over the battlefield, armed only with smoke rockets which they used for marking targets from the air for attack by faster moving jets. Of course this was hazardous work, since the aircraft could be easily shot down by even the lightest of infantry weapons, and then his only chance of survival would be to crash his aircraft somewhere away from the angry VC, and hope that a helicopter or US troops would find him first. Repeatedly these pilots made a difference down South. But what about over North Viet Nam and the Ho Chi Minh Trail? There a FAC was just as essential if bombing was ever to hit anything, but when the North Vietnamese began stiffening the defenses with lots of 37mm and 57mm antiaircraft weapons, an O-1 Bird Dog would not last long enough to call in an air strike.

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The solution to this problem was (then) Major George "Bud" Day, famous for his resistance as a POW. In July 1967 he organized a top secret unit at Phu Cat air base equipped with F-100F Super Sabers to perform high speed FAC duties over the southern part of North Viet. Nam and the Ho Chi Minh Trail. They took the call sign "Misty". The F-100F was an armed, two seat combat trainer version of the single seat F-100D fighter. The original F-100A had been the first US combat aircraft capable of breaking Mach 1 in level flight, but by the summer of 1967 it was a bit long in the tooth, though still very capable of carrying bombs and rockets, and reaching up north. On FAC missions the second seat was used for a second pilot functioning as observer. However, this was still extremely hazardous. Bud Day was shot down and captured during one of the early missions. Of the 157 pilots who flew with Misty between July 1967 and May 1970 when they stood down, 34 were shot down, two of them twice, a loss rate of 22%. Three were captured, and 7 declared MIA. And this despite the fact that most of the Mistys flew only four month details as a part of their one year combat tours. Certainly one of the most hazardous duties during the war.

The story is now told in *Bury Us Upside Down, The Misty Pilots and the secret Battle for the Ho Chi Minh Trail*, by Rick Newman and Don Shepperd, Ballantine Books, 2006. About two years ago, I became friendly with Don Shepperd via e-mail discussion during the last election. At the time, I knew little about him, save that he had retired from the Air Force as a Major General and commander of the Air National Guard. Only later did I learn that he had flown 58 missions as a Misty from December 1967 to April 1968, one of the war's most difficult periods, making him eminently qualified to write this book. In fact he personally participated in several of their most momentous moments, including the first encounters with SA-2

missiles along The Trail, and was part of the mission which discovered that the Lang Vei SF camp had been overrun by NVA tanks, for their first use during the war.

But Don Shepperd, who describes his own activities in a detached third person, gives far more attention to the other Misty members. Another of their famous alumni was Dick Rutan, now famous for his unrefueled round the world flight in 1986 aboard the Voyager. Though there is a load of adventure here, and all the vicarious pucker any reader could want, there is also much insight about the Air force and the air war, adding to our understanding of what they contributed, and how they fell short. And there is also much tragedy.

About 20% of the book is devoted to the issue of the POWs and the question of the MIAs., during and after the war, and is one of the most useful and enlightening sections. The author shows that the Air Force was well-meaning but seriously insensitive in dealing with the families of the POWs and MIAs. They refused to share information, tried to order around civilian family members as if they too were military, and sometimes even treated them as a nuisance best shoved into the attic. But he also has some insightful, if sympathetic criticism of some of the families, who lost control of their emotions, refused to face reality and sometimes did things not well considered, which made the situation worse, by playing into the hands of the Vietnamese communists. The North Vietnamese had scant regard for their own people, whom they sacrificed with reckless abandon, and were amazed at the fanatic devotion the Americans showed to their missing and prisoners. They recognized this as America's weakness, and learned to use it to their advantage. This section should be read and considered by people contemplating our current military situation and the near future.

Bury Us Upside Down is a book which should be read by three groups of people, those like me who are airplane nuts, those like me who are seriously interested in the Viet Nam War, and those like me who care deeply about military issues. And anybody else who wants a book full of heart-pausing action. The authors also maintain a web page on the subject at www.buryusupside.com.



Spraybooth Logic Never Cheated

By Dave Pluth

You can learn a lot from your dogs especially if those dogs are sporting breeds. Weird way to start a column about modeling isn't it?

Well it's true. We have four Brittanys. These are 30-45 pound orange and white huntin' dawgs that are used for pheasant, quail, chuckar, partridge and the like. Having four dogs and having a place to run them affords a great opportunity to walk and watch as they run. We take ours out in pairs and they run for 20-30 minutes just for light exercise.

Well the other day our male (Charles) turned 15. Now 15 in the life of a dog is quite a long time and we've been very lucky. (Don't worry the modeling part is coming soon and I promise it will be worth it.)

On Charles' 15th birthday we got a bird from our trainer and put it out for him. Charles is a retired show dog that absolutely loves to hunt. Unfortunately at 15, those hunts are somewhat shortened for him. Charles ran like a puppy, chasing the birds and trying to find more with every step and every breath. He never caught the bird (he kind of points and then dives in if you don't get to him fast enough), but it didn't stop him from searching and trying.

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This really got me to thinking as I watched him. In all his years of dog shows, travels, hunts and training, he has never gotten cheated. What I mean by this is that he has always run flat out, greeted people at the front door like they were the most special people on earth or performed at his best level while in the show ring (and yes the movie "Best in Show" is a very accurate depiction of what goes on at a dog show!). He has indeed and does indeed live his life (and his opportunities) to the fullest, mainly because he doesn't know any better.

To Charles the world is full of birds for him to find and even though his skills have deteriorated a bit and his stamina isn't what it used to be, it doesn't decrease his enjoyment of the event.

So how does this apply to modeling? Pretty simply actually.

As modelers we tend to go in spurts with our hobby. We get interested in a kit and then we lose interest. We get interested in a subject and we lose interest. We fill our shelves of doom and we lose interest. The bottom line is that we tend to cheat ourselves from the best of all modeling experiences which is finishing a model.

The reasons for this are many and have been discussed in these pages at great length in the past.

However I believe that the biggest reason is that we haven't figured out what my dog already knows, that is that there may not be a hunt tomorrow.

Our lives change all the time. Whether it is work or family or we simply lose the physical functions (bad eyesight etc), things get in the way of our hobby. We all look longingly back at the time that we wasted when we had the opportunity.

I guess I would rather look back and remember all the fun I had enjoying the hobby than to look forward to "when I will have more time to enjoy the hobby". We all know that life rarely slows down and someone will always find you something else to do that is way more important.

For Charles his opportunities for more days narrow every day, but that never changes the enthusiasm he hits the fields with. It could be because he doesn't know better, but I would rather think it is because he doesn't care, he's having the time of his life at that moment and nothing else matters to him.

So for today, enjoy the hobby like you don't want to be cheated. For this moment, shut up and build! You may never have another moment like this one.

-Dave

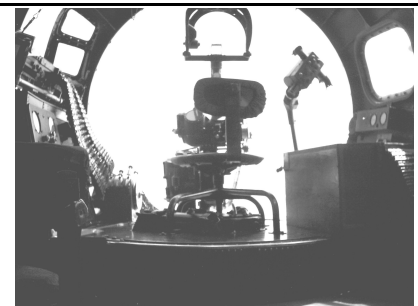


A WORD FROM YOUR TCAH GROUPS MODERATOR

I noticed that some of the members are no longer getting messages on the TCAH Groups for some reason or another. Usually it means that the member has changed to a new e-mail address, or has changed settings on their computer. If you have not been getting anything on the Groups of late and HAVE changed your e-mail address, you can go to <http://groups.yahoo.com/group/tcah> and if you know your Yahoo! ID and password, you can go to the edit membership and enter your new e-mail. If you encounter any problems, drop me a line at tomnorrbohm@juno.com

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 AUGUST 2006

Modeler	Kit	Scale	Manufacturer	Notes
Steve Hustad	Fw-190D9	1/72	Hasegawa	opened up with Ares detail set
Bernie Kugel	KV-1	1/35	Trumpeter	German markings
Bernie Kugel	Char 1B bis	1/35	Tamiya	crewman in surrender pose
Bernie Kugel	Renault FT-17	1/35	RPM	
Bernie Kugel	WC-54 Ambulance	1/35	Italeri	
Bernie Kugel	Gepard	1/35	Alan	
Frank Cuden	B-29/KC-29	1/144	Minicraft	Cobra Co. B-50J

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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