



Ken Hornby's Curtiss F3C

Notice the chin radiator and .30-cal. machine gun along-side the cockpit, as described in the article. For a beautiful color photo of this model, see the version of the Newsletter posted on the TCAH website.

The Fighter That Wasn't *by Ken Hornby*

In the early 1920's, Curtiss developed a series of several beautifully streamlined racing aircraft for both the U.S. Army and Navy. The last of these were three R3C-1/2 landplane/seaplanes procured and operated jointly by both services. In 1925, powered by the 550+ hp. Curtiss V-1400 engine coupled with the revolutionary drop-forged Reed model "R" propeller, they won the

Pulitzer Trophy and Schneider Cup races. That same year one of the R3C-2s set a new world seaplane speed record of 245 mph. These aircraft were the zenith of biplane racing development. The V-1400 had a nearly equivalent weight-to-horsepower ratio to the famous Merlin engine of World War II. The R3C's frontal area was comparable to the famous Supermarine S.6B which didn't appear until 1931 and their drag coefficients were remarkably similar. The greatest

gains made over the six years following the R3C were in the field of horsepower.

Temperamental and demanding to fly, only the best pilots were recruited to race the R3C's including two future Medal of Honor winners, then-First Lieutenant Christian Schilt of the Marines and the Army's famous James H. "Jimmy" Doolittle. One pilot, Navy Lieutenant Frank H. "Hersey" Conant II was killed in an accident of undeter-

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Vice-President, Frank Cuden

Secretary, Larry Donovan

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TCAH This Month

The monthly meeting will be held Saturday January 13, at Fleming Field, South St. Paul, beginning at 1:30 pm. Vendor baiting will begin about 12:30, so come early.

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 – December 2006

Meeting was called to order by President Johannes Allert at 1:20 pm.

Guests and New Members

Please welcome David Bates, and Wayne Little. Wayne is a former member now involved in flying control-line models.

New Business

Axel answered some questions arising out of last month's successful auction, particularly the "packaging" of groups of kits to sell as one lot. Axel stated that this is to expedite the auction and to ensure sell-through. He also stated that in all of our auctions it is appropriate to ask the auctioneers to separate a "lot" or request that due to time constraints request that a particular kit come up for bid and the auctioneers will try to do this.

Ken Sallman will be responsible for the "Kits for Troops" appropriation of \$1500 approved in October's meeting. (a later update on the TCAH Yahoo groups explained that John Roll will need members to assist Roll Models pack the donations; volunteers should reply by or at the next TCAH meeting).

John Roll explained the Meteor Productions program: each chapter that renews its IPMS charter before January 2007 for the 2007 year receives a \$25 gift certificate to Meteor in the name of one member of the chapter, that individual chapter to decide who gets that certificate. Motion to have a raffle to decide that individual by raffle was approved. The raffle was conducted with the winner, Dave Pluth, giving his gift certificate to Fletcher Warren.

Club agreed that the Yahoo Groups protocol shall be for club announcements and hobby related messages only.

Discussion next centered on celebrating the Twin City Aero Historians 40th Anniversary. We will have a catered event at our current meeting location, Fleming Field. Steve Jantscher suggested that we research providers, prices,

and menu. We will also invite former earlier/earliest members of the club. The event will be closed to members and the aforementioned earlier/earliest members only. In addition Axel will take on putting the Chapter History and Update on DVD.

Nordic Con 2007 chairman Bob Maderich talked about announcing the event's special awards and theme on the club's website, where also entrants can pre-register for the event. Bernie Kugel will follow up on securing Fleming Field for September 22nd or 29th. Bob and Vice-President Frank Cuden asked the club to decide a theme for 2007 Nordic con and bring those ideas to the next meeting.

Articles! Newsletter Editor Bob Arko needs articles for the newsletter, having exhausted the supply of articles existing earlier. Also discussed at the same time was updating to the club website. We will revive an old feature of membership profiles, featuring members old, new and previously featured members in updates. Web-master Scott Harvieux also needs at least three members to take pictures of show tables at each meeting for the web-site; Bob Maderich and Merrill Anderson have volunteered.

A **Life Magazine** article in the last couple of weeks talked about the dollars generated by the model railway industry/hobby. It would be interesting to see how the plastic model industry/hobby compares.

2007 Club dues were discussed next. Tom Norrbohm presented a graphic on club expenses, with Ken Hornby and Johannes breaking this down into estimate of income, expenses, and the current bank balance in the Treasury. Until January 2007 there is a freeze on collecting club dues, with the club's biggest expense being the mailing of the newsletter each month. Steve Erickson presented that 60 members at \$20 per year, by halving this will be basically breaking even after income averaging from previous Nordic Cons and

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From the President

by Johannes Allert



Photo taken of me & "Sergeant" 3 years ago – I'm the one on the left in case you're confused.

"Success is the ability to go from one failure to another with no loss of enthusiasm." - Sir Winston Churchill

With an attitude like that, I think Churchill would have made a great modeler, don't you?

There have been times where I've gone from one project to the next, which has resulted in less-than-stellar results. This leaves me thinking, "WHY am I doing this?" To top it off, there's the laughter over my shoulder, which comes from all those kits on the shelf-of-doom. All this leads to one grain of wisdom which we should all remember and try to practice – I'll adapt it to our hobby and that is this – "Model to become, not to acquire." (Of course, anyone who saw me walking out of last month's meeting with all my "stash" under my arm would have thought I won the lottery!).

Hope is on the way for us who buy and seldom build. DML is coming out with "smart kits" that make the construction process easier while still maintaining a high level of quality. Hobby Boss has just released a whole line of 1/72 scale aircraft that follow along that same philosophy.

We have role models (not to be confused with the John's company!) that are willing to share their short

cuts, and techniques with us to help make us better at what we are (suppose to) enjoy. Steve Hustad follows a regimented process where every night, he spends a certain amount of time at the workbench, so that he accomplishes some task that day, regardless of how small it may be. I have actually tried this and it does work, the only trick is sticking to it.

Some of the members have suggested and encouraged that we bring our WIP's (Works-In-Progress) to the monthly meetings so that others can see what we're doing as well as offer help or suggestions in overcoming any obstacles we may be having.

In the 1958 movie classic "Auntie Mame", the main characters favorite expression is "The whole world is a banquet and it's a shame that most people go through their whole lives starving!"

With all that our hobby has to offer, we would do well to remember those words!



Airline Chatter

by Terry Love

Southwest Airlines reached a new milestone in August. For the first time, Southwest carried more passengers in that month than any other U S carrier. In fact, Southwest Airlines and Jet Blue Airlines combined carried a third of all U S passengers on domestic flights.

Air Berlin ordered 60 more Boeing 737-800s. Cost is \$5.7 Billion. Boeing is really on a roll with very large orders lately.

Varig, the international carrier of Brazil, will buy 16 airliners soon, and will change their name to Nordeste.

Hawaiian Airlines emerged from bankruptcy last year. They are slowly expanding. Hawaiian has obtained 3 used Boeing 767-300ERs as part of their expansion of routes to the West Coast of mainland America.

Airbus board of directors gave the OK to develop the Airbus A-350 - the direct competitor to the

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From the Treasurer

by Steve Jantscher

Greetings,

As most of you know by now, annual dues for 2007 were set during the December meeting at \$10.00 per year (\$5.00 for seniors and juniors). During the dues discussion the President pointed out the large cost of printing and mailing the newsletter. Those who wish to help the club save a little money and our volunteer a little extra work can elect, upon renewal, to decline the printed copy for the downloadable version (in color too) which is found at our club website (<http://www.aerohistorians.org>). If you desire to receive the printed copy, do nothing. I will default to mailing you the printed copy unless I hear otherwise.

Our current balance (as of mid December) is approximately \$7700.00. I'm receiving renewals as they trickle in throughout the month. Note that we have not yet disbursed any of the allocated \$1500 for our troop support hobby efforts. Also as of now, we have 23 membership renewals, and three new members, Carl Bourdon of St Paul, Eric Morningstar of Champlin and Jim Kluek of Anoka. Welcome aboard all! Of these 25 members, 13 have elected to receive the newsletter in digital format. Thanks guys!

Feel free to renew your membership at the January or February meetings. I will have membership cards ready for distribution for paid and paying up members at the January meeting. For those out-state members who infrequently attend meetings, but who have or will be mailing me their renewal fees, I'll mail out your membership cards late February if you haven't collected them at the January or February meetings. I would like to finalize the membership roles in time for the March meeting. If you've not renewed by the February meeting I'll try to contact each tardy member by phone at least once.



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mined cause while preparing for the 1926 Schneider Cup race.

Of the three R3C's built only one survives today, displayed at the National Air and Space museum of the Smithsonian Institution. Of the two remaining aircraft, one was damaged in a crash, but both were rebuilt or repaired and, with new engines of increased horsepower, flew again - however their final disposition remains a mystery.

There is at least one document in the Curtiss Company files that suggest that one of the R3C's in its floatplane configuration was demonstrated for the Navy as the F3C-2 sometime during 1928 or '29. Outwardly similar in appearance to the original R3C-2, it was actually highly modified into a fighter aircraft. Curtiss dispensed with the brass sheet wing skin radiators used for racing as impractical in a fighter aircraft and the wings reverted to a more standard fabric covering. A newly designed, sleekly-faired "chin" radiator was installed to cool a standard Curtiss D-12, the same engine that powered the Navy Curtiss F6C and Army P-2 Hawks. The wings were further modified by increasing the span and slightly widening the distance between the upper and the lower wing to increase pilot visibility and maneuverability. The rudder and elevators were also somewhat increased in size, presenting a more squared-off appearance. The cockpit opening was enlarged to provide an easier means of quick egress. Armament consisted of two externally-mounted .30 caliber machine guns in fairings on either side of the cockpit.

The Navy showed little interest in the modified racer, which is not surprising for a number of reasons. Foremost among them was that the F3C, although nearly 40mph faster than its contemporaries, showed no appreciable advantages over the Curtiss fighters already in the Navy's inventory, particularly in the area of maneuverability. The many modifications made to the airframe increased the weight by several

hundred pounds and the D-12 engine had up to 200 hp less than the earlier V-1400 high-performance racing engine, which was actually derived from the D-12. The chin radiator increased drag and proved insufficient when the engine was run at high power settings for extended periods. Also, at this time the Navy was leaning toward equipping its aircraft exclusively with radial engines to increase standardization and ease of maintenance. These issues coupled with operational experience with the aircraft carrier Langley and the recent launching of the Lexington and Saratoga obviated the need for a floatplane fighter. The F3C was unceremoniously returned to Curtiss where it was placed into storage.

At this point the history of the F3C becomes more obscure. According to Curtiss records the aircraft was later "disposed" of. However, there are unsubstantiated rumors that imply the F3C was acquired by a wealthy Texas ne'er-do-well and, in addition to other illicit activities, was employed as part of an aerial pirate group which scoured the Adriatic in the summer of 1929. This same aircraft, known only as the "Curtiss seaplane", was later purported to have taken part in the opening phases of the Spanish Civil War. Today this potentially dark side of a fascinating aircraft is shrouded in mystery.

In 1992 a Japanese animation film called "Porco Rosso" ("Crimson Pig") was produced, ostensibly involving the story of the F3C's pirating activities over the Adriatic. Although entertaining, it contained just as much fantasy as this spurious history.



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Boeing 787-800 Dreamliner. Boeing has sold almost 300 of the Dreamliners.

Northwest Airlines actually made a \$37 million profit in October.

Boeing 767 models could be around for much longer than planned. It has been flying now for

over 25 years. Boeing is shutting down the 767 production line, and getting ready for the new 787 Dreamliner production. The Boeing 767 and other wide-bodied airliners are suddenly in high demand. A global shortage of the 767s, the recent production and design problems of the two Airbus wide-bodied models, has made a used 767 very valuable. Lease rates for 767s have doubled and are spreading to used Boeing 747s and Airbus A-330s.

Arkia Airlines of Israel, ordered 2 Boeing 787-900 Dreamliners. Also Private Air of Switzerland ordered a Boeing 878-800 Dreamliner. Cost of a Boeing 787 is around \$120 million.

Lufthansa became the launch customer for the Boeing 747-800 when they ordered 20 of the latest updated version of the Boeing 747. Cost for the order is \$5 Billion.

Philippine Airlines ordered 6 Boeing 777-300ERs.

Delta Airlines will sell 38 new Boeing 737-800s after they are delivered to Delta. Also Delta is converting an existing order for 5 Boeing 777s to the long range 777-200ER version.

This is keeping with their plan to fly more international long range routes and scale back on highly competitive domestic flights in America.

Midwest Airlines likes the MD-80 aircraft. They are going to acquire at least 2 more for their fleet.

American Airlines is considering replacing their MD-80 fleet in the future. American has 327 MD-80s, of which they are flying about 300. Average age is 17 years old. American is waiting to see what Boeing is going to do on a replacement for the 737 series. If American bought the Boeing 737-800 instead, they would need around 200 of them, since the 737-800 holds about 50% more than the MD-80. 200 Boeing 737-800s would cost around \$14 Billion.

Airbus has now received the type certificate for their large Airbus A-380 airliner.

Continental Airlines and United Airlines are talking merger.

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auctions. Only one Nordic Con has not broken even, that of 2001, which followed the heels of the terrorist attacks on 9/11. Steve Jantscher asked why any dues should be collected given our healthy bank balance. Steve Erickson replied that there needs to be some financial commitment to the club by giving membership ownership in the club and to give the club some leverage in case of the situation that arose 3 years ago should repeat. Dave Pluth made a point about what does the club want, what does it need, and what amount should be used as a safety net for the Treasury. Ken Hornby also pointed out that under a certain print run like our newsletter we a charged a flat fee. Merrill Anderson brought up that \$0 dues will/could result in no buy-in from the club members.

The options presented as a motion before the club, based on a club of 80 members were: \$0 for next year; \$5 for next year; \$10 for next year; and \$20 for 2007. Zero members voted for the \$20 option, 23 voted for the \$10 option; 6 voting for the \$5 option, and 2 for the \$0 option. Starting January 1st, 2007 club dues will be \$10.

John Roll will limit club discounts to current dues paying members. Johannes followed up by informing the club that Roll Models has now been in business for ten years.

The next subject to be discussed was the club's newsletter to be provided on-line or hard copy mailed to members. Both Steve Erickson and Frank Cuden made the point that our newsletter was partially one of the "known" identities of the club to outside world. Also Johannes made the point that there should be an opportunity for members, who for whatever reason would not normally have access to the Internet. As part of the dues renewal process members can inform Steve Jantscher if they prefer to receive the newsletter via the internet or on hard copy.

Starting in January the meeting format will change to the one outlined in the Yahoo groups message.

Bruce McClain will be showing his art on the Gustavus Adolphus College Campus in the student center. The showing will run until January 20th.

The original painting by Bob Arko that was a part of the club's Fleming Display has been replaced by a print, as St Thomas Academy has purchased the original. The club congratulated Bob for his fine work.

The Sabre vs Mig contest sponsored by Johannes was next.

Show and Tell table was conducted this month by Frank Cuden.

Meeting was called to a close at approximately 3:45pm, to the relief of the club's secretary who was by now having severe carpal tunnel syndrome symptoms... workmen's comp anyone???



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Air Tran has offered to buy Midwest for about \$300 million.

Continental Airlines flies to 230 destinations.. They consider New York to Tel Aviv to be the largest and most profitable route. Continental carries 440,000 passengers a year with 14 weekly flights.

Delta Airlines is now the world's fastest growing international airline. They now serve over 300 worldwide destinations - more than any other airline. Delta added 16 new routes in 22 days in December. All routes were to Latin America. Delta has 226 weekly flights to 18 Mexican destinations, and 256 weekly flights to 23 Caribbean destinations. Delta now flies to 52 countries.

Kenya Airways ordered 3 more Boeing 787-800 Dreamliners. This brings their total to 12.

Boeing now has 461 orders from 37 different airlines for the Boeing 787 Dreamliner. Value of these orders is \$68 Billion.

Continental Airlines is trying to give customer service to its high-end first class travelers by providing helicopter service between downtown Manhattan and the Continental hub in Newark, New Jersey.

Boeing has now 51 orders for the freighter version of the 777 model. It was launched 18 months ago.

Airbus sold 20 of its VIP version of the Airbus A-320 in 2006. The total now stands at 80 of the VIP version sold. Airbus also sold a Airbus A-340-00 long range airliner in the VIP version this year.

MSP has the fifth highest rate for airport parking in the country. They charge \$18 daily rate, and \$125 for week's long term parking. Last year (2005) MSP received \$66 million for parking. The number of parking spaces at MSP is 18,000.

Singapore Airlines is the launch customer and a major customer of the Airbus A-380 super jumbo double-decker airliner. Airbus had delayed the A-380 by almost 2 years. Airbus has smoothed relations with Singapore, by giving Singapore a great deal on 20 Airbus A-320s (usually worth about \$1.3 Billion) for Silk Air regional airline owned by Singapore.

Air New Zealand ordered four more Boeing 787 Dreamliners.

Boeing delivered its 600th Boeing 777 model to Singapore Airlines. The largest 777 fleet is operated by Singapore Airlines with 61 aircraft, with 16 more still on order. Singapore also operates 23 Boeing 747-400s.

Boeing has sold 889 Boeing 777s to 49 customers.



Home Grown Aviation Art on Display

by Steve Jantscher

Last month I had the pleasure of attending the showing of Aerial Images: Artificial Horizons, some recent paintings by our own TCAH member Bruce McClain. Bruce was kind enough to accompany me through the show at the Hillstrom Museum of Art on the campus of the Gustavus Adolphus College. On display were some of the best aviation related paintings I've ever seen. Over twenty large paintings were from the Aerial Images collection,

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BEST CLOSED WHEEL COMPETITION, BEST CANADIAN SUBJECT

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which were various aerial landscapes as seen from and inspired by gun camera film by strafing and aerial combat fighters. Many of the paintings were very literal "colored" conversions from black and white gun camera images, while others were almost abstract in their representation of the earth as seen from the air. In many can be found the smoke and dust from gun strikes, while others almost seem serene, devoid of the action of combat. My favorite was Blue Village, a road-junction/small town with light reflecting off the snow covered fields with an orange road winding through the composition.

As if that wasn't enough, Bruce also has on display ten paintings from another collection, Aircraft Interiors. These are cockpit interiors painted sometimes in faithful representations of the real thing, and other times in surrealistic colors and patterns. My favorites were the T-28 Trojan and A-7 Corsair cockpit paintings.

The art show will continue through 21 January at the Hillstrom Museum, which is located in the lower level of the C. Charles Jackson Campus Center. Admission is free, with free visitor parking just a few feet away. Gustavus Adolphus College is located in St Peter (about 10 miles north of Mankato) just off

of '169. For directions go to (<http://www.gustavus.edu/welcome/maps>).

I really enjoyed my visit, and can heartily recommend a trip to see the work of a fellow TCAH'er.



TCAH rolls Out New Format for 2007!

Happy New Year & Welcome to 2007! As mentioned last year, the Club Officers have decided to offer a new twist to how the General Meetings will be run. This is an adaptation of how MSM runs their show (Imitation is the best form of flattery they say!). If this new process fails to work, we can always go back to the old way, or adjust accordingly. Here's how the new schedule will work. We will start at the same time; however, the new format will be:

Welcome guest & new members
 What's new? Word from our vendors
 Show & Tell
 Expo – TBA
 Break
 Business Old & New
 Raffle
 Wrap up

Whenever possible, I will forward the business agenda on to the

newsletter as well as to the "Yahoo Groups" so that everyone will know in advance and be aware of what the agenda will be. If anyone has any subjects they wish to bring up to discuss during the business section, please contact me in advance to I can put it on the list. We believe that this will allow for better communication, so no one will be caught flat footed. If you say you didn't know about it, it's because you didn't bother to read the newsletter or check your email. Enough said.

This month's business agenda will be the following:

General Meeting - Business Topic Outline for January
 Kits for troops - Ken Sallman to update
 Nordic Con - Bob Maderich to update
 TCAH Celebrates 40 Years - Johannes Allert to update
 Update on Membership Renewal & Newsletter On Line - Steve Jantscher
 Update on Club Funds – Steve Jantscher
 Nominations for Modeler of the Year
 Historian of the Year
 Newsletter Article of the Year
 Member of the Year
 Discuss Funding for Monthly Club Raffle - Yes/No?
 If yes, how much?
 Funding for larger display case at Fleming - Yes/No?
 What's the cost range?
 Will the Airport Approve? Space?
 If voted yes, who's the point man?



ON THE TABLE DECEMBER 2006

Modeler	Kit	Scale	Manufacturer	Notes
Steve Jantscher	Leclerc MBT	1/35	Tamiya	
Steve Jantscher	M4A1 76mm(wet)	1/35	DML	
Bernie Kugel	Spad XIII	1/48	Hawk	
Bernie Kugel	Nieuport XVII	1/48	Hawk	
Bernie Kugel	Fokker D.VII	1/48	Aurora	
Bernie Kugel	Albatross D. III	1/48	Aurora	
Bernie Kugel	Pfalz D. III	1/48	Eduard	
Johannes Allert	M2A2 (WIP)	1/72	Revell/DML	
Gary Anderson	HMS Shannon	approx 1/500	Airfix	
Frank Cuden	Lockheed L-10A	1/72	Special Hobby	
Bob Maderich	Tiger I	1/35	DML(?)	
Bob Maderich	Tugboat	1/200	Revell	
Sean Brozowsky	Pz. IIIL	1/48	Tamiya	
Sean Brozowsky	M4A3(76)W	1/48	Hobby Boss	
Steve Rewey	B5N2 Kate	1/48	Hasegawa	
Ken Hornby	Daredevil Doyle	Book		New work on MN aviator Chuck Doyle

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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