



Douglas Dauntless SBD-2, BuNo 2106

Left, Midway, June 4, 1942; Right, Pensacola, April 28, 2007 (with Ken Hornby of TCAH)

What I Did On My Spring Vacation Or; The National Museum of Naval Aviation Via Sun Country Charter

By Ken Hornby

On Saturday, April 28th I had the opportunity to participate in my second charter trip to an aviation-themed museum on Sun Country Airlines; charters that are scheduled through the efforts of "Spook" Johns. My first trip was two years ago to the National Air and Space Museum's Dulles annex in Washington, DC. This time we went to the National Museum of Naval Aviation in Pensacola, Florida. I had been told that this was one of the preeminent museums in the country, and I wasn't disappointed.

It started a couple of months prior, when "Spook" Johns mentioned the trip at one of our meetings. A chance to go on a one day trip to an aviation museum in Pensacola for under \$200? Never having been there before, you bet I wanted to go! After a relatively short period of groveling before the War Department, she said "Yes" on the

condition that the trip would be my birthday present. Married 15 years and she still loves me! With the information provided by "Spook" in hand I called Sun Country and made reservations with no problems.

The trip began with a wake-up call at oh-dark-thirty; a quick breakfast; bundle the kids into the car; and off to drop dad at the airport. (The girls had their own big day planned.) The shoeless trip through security went as well as could be expected, although how peoples' feet can already reek at 6:30 in the morning is beyond me.

Surprisingly, there were only two other TCAH members on the trip. The flight down was uneventful until the landing. I swear the pilot was ex-Navy and had a flashback to trying to catch the 3rd wire after ignoring a wave-off. We slammed into the runway with a bone-jarring

thud. With both pilots standing on the brakes we managed to turn before sliding off the end of the runway. We landed around 10:00am right at NAS Pensacola, so it was only a short trip by trolley to the museum. It was a beautiful day, almost identical to what we left in Minnesota – low 70's for highs and partly cloudy

Upon entering the museum, the first thing I noticed was a Thomas-Morse Scout on floats suspended from the ceiling. This was going to be great! Original artwork was hung throughout the museum, the majority around the lobby area and in a dedicated gallery upstairs. There were some truly beautiful and evocative paintings that I wish there were prints available of. I followed my nose into the early aircraft area. There were too many aircraft to list here, but some highlights (for me

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TCAH Officers

President, Johannes Allert

Vice-President, Frank Cuden

Secretary, Larry Donovan

Treasurer, Steve Jantscher

Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month.

Editor

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

Distribution Editor

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

Send articles to:

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

Send Change of address notice to:
Steve Jantscher
20430 Texas Avenue
Prior Lake, Minnesota 55372

TCAH This Month

The monthly meeting will be held Saturday June 9, 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 – May 2007

The May meeting of the Twin City Aero Historians was called to order at 1:10 PM on May 12th by President Johannes Allert. 43 members were present.

Visitors—Please welcome back for a visit Noel Allard; Johannes brought his German Shepard-rumor has it the dog was more handsome than Johannes, although no vote on this issue was taken. Tom Norrbohm introduced Ken Ring, former club President and owner of Ring' Hobbies.

Group Picture—The club's group picture was taken with the Fleming Field Terminal in the background. Pictures will be available on the website soon.

Mikael Kaukonen—Mikael is returning to Sweden by the end of the week as his wife's grant at the Mayo has ended. Mikael told the club he hopes to return next year as the possibility of his wife getting her grant renewed/extended is good. Frank Cuden, representing the club, extended two parting gifts to Mikael: A box of Stouffer Swedish Meatballs (literally a box, Frank having consumed the contents) and more important, the club's Nordic Award. Unfortunately, when Mikael went through customs, the box of meatballs was seized as evidence of a weapon of mass indigestion.

Vendor Report—John Roll talked about Roll Model's new offerings: RS Models Do-17 family in 72nd scale; a new monograph on the PZL-27 Los; **Wings of the Black Cross** from Eagle editions; and 21st Century kits (rather than the established line of almost put together boxings). John will not be at the June or July meetings. Those with regular orders can contact John to arrange pickup or delivery through Roll Models delivery vendors (eg. USPS, UPS?). **Winston-Vermilyea** and Wings and Treads

have the new Hobby Boss 1/48th Mirage Kits; as opposed to the 72nd scale line these are regular kits; Tamiya has re-tooled its Zero 52 into a 21 version; new Tristar armored kits are in stock; and Winston distributed complimentary copies of a new model magazine, **Model X**. **Greg Drawbaugh** has nothing new but did bring his line to the meeting for our spending pleasure.

Show Table—the Show Table was conducted by the Club Secretary, who could not recognize a Mirage if it was two feet in front of him and 1:1 scale. Complete list can be found elsewhere in this newsletter.

Treasurer' Report—Steve Jantscher presented an abbreviated report on chapter finances. The club has added four new members since the last meeting; rosters

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From the President
by Johannes Allert

For, long ago, the truth to say, He has grown up and gone away, And it is but a child of air That lingers in the garden there. ~ Robert Louis Stevenson

I know how some people just hate it when others take a trip down memory lane, but please indulge me just this once. The four horsemen of the Apocalypse in the photo are (from left to right) – Ken Hornby, Chris Siewert, Johannes Allert (ever the dog lover, I made sure “Lad” got in the shot), and Chuck Koethe. The photo was taken in the glorious summer of 1973 after we had just finished building several models in what was to be forever known as the “Model Marathon” .Ah, what a summer that was!

After reading an article in some magazine about some kids who did

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a "Model Marathon"; Ken Hornby decided that we could easily outdo them and break the record. I can't remember what their record was, but we did beat it. The only trouble was, we were the only ones who knew of our success. In any case, we decided to spend 1 week hunkered down in my parent's basement. Two or three of us would build models, while the others slept, then we'd switch off. You've probably already guessed it by now, but hardly any of us slept. My room in the basement looked and smelled like a scene from "Das Boat" when it was all over.



Prior to this momentous event, my parents took us to that Shangri-La of Model Shops known as Custom Model Hobby Store where a kid with \$20-\$30 could buy a lot of happiness in those days. When we got home, we built like crazy, slept little, and in the end had finished 10-15 kits each, which were ready for the next battle in the back yard.

When we were done with the task, I slept for a day and a half after everyone went home. Almost 35 years have somehow managed to slip by. Boyhood adventures gave way to adult responsibilities. The yard, the house, the dog and the woods below where we played are all long gone. All that is left is the photograph, the friendships and the cherished memories of a summer long ago.

Now before everyone thinks I've gone totally 'nostalgic', I just wanted to add to this – making memories never ends. Last summer, I was able to cut loose from work to attend the IPMS National Convention in Kansas City.

Don Burgoyne, (another friend from my childhood & TCAH member) was the driver, and Ken Hornby, Rick Ruble, Mike Bedard and myself came along. We had a blast and made more memories to look back with pleasure. The people that say "Well, we used to do that stuff, but it would never be like that again." act like the clock stopped. You might as well dig a hole and chuck yourself in it right now and get it over with, and let the rest of us get on with living. Regrets? Sure! We all have them, but when I look at this photo, my only regret is that I wish I could still build with careless abandon!

Now, go and make some memories before it's too late!



(Continued from page 2) and 40th Anniversary mugs are available from Steve, for those who have not received one or the other.

Recess-Steve Erickson presented a very informative seminar on panel lines; voting was held on John Dunphy's Mustang Contest; club members surrounded the vendor tables; and Johannes dog was the most behaved of the bunch.

Guest Speaker-Although a club member, **Gary Chambers** presented a very informative talk on aircraft he was able to photograph while serving in Qatar, Iraq, Afghanistan and Pakistan.

Mustang Contest-John Dunphy, the sponsor of the contest announced the voting results: 1st Place was Rick Verner, 2nd Place to Bernie Kugel, and 3rd Place to Steve Jantscher.

Estate Sale-Pete Nelson who is executor of his son's estate told the club that Steve had a collection of kits, some started, some completed, some unstarted. Pete can be contacted at 952-469-9436 (home phone) or 952-215-5062

(cell).

Show Scene-Ken Hornby told the club the 34th Infantry Division celebration at Camp Ripley will be June 16th, 11:00 AM - 4:00 PM. Also May 19-20 is the Military Expo at Fort Snelling. The Region Five contest is June 8th and 9th in Ottawa, IL. **Steve Capiz** would like club members to participate in a Fall show. The 9th Annual NNL will be June 9th. Also starting in June will be monthly Nordic Con meetings to finish plans for the event.

TCAH Social Meeting- **Bernie Kugel** reported that five members showed up, and everyone had a great time building models and exchanging ideas. The feature film for the evening was **Flyboys**.

Meeting was adjourned at 3:05 PM.



Airline Chatter
by *Terry Love*

Fly Asian Express, a new Malaysian airline, ordered 10 new Airbus A-330-300s with plans for 15 more. Cost for the 10 A-330-300s is \$2.6 Billion.

Delta Airlines lost \$130 million in the first quarter of 2007.

Air Canada lost \$78 million in the first quarter of 2007.

Jet BLue lost \$13 million in the first quarter of 2007.

United Airlines lost \$152 million in the first quarter of 2007.

Lufthansa earned \$49.1 million in the first quarter of 2007.

Hawaiian Airlines lost \$11.89 million in the first quarter of 2007.

Air Canada has exercised its options to buy 23 more Boeing 787s, bringing its total firm orders

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for the aircraft to 37 from 14 originally announced. Also Air Canada reduced its Boeing 777 firm order by two aircraft. This makes Air Canada now the largest North American operator of the 787. The Dreamliner will replace all Airbus A-340s and Airbus A-330s as well as some older Boeing 767s in Air Canada's fleet.

Virgin Atlantic plans to buy 24 Boeing 787 Dreamliners for \$3.6 Billion.

KLM retired the last of 12 Boeing 767-300ERs on April 21, 2007. It was sold to Air Astana of Kazakhstan.

Boeing keeps racking up orders for the Boeing 787 Dreamliner. Now, Virgin Atlantic ordered 8 more for a total of 20 Dreamliners - the largest operator of 787s in Europe.

Mesaba Airlines has emerged from bankruptcy. Mesaba was also sold to Northwest Airlines.

Airbus announced an order for 4 Airbus A-319s, 14 Airbus A-320s, and 2 Airbus A-321s from a leasing company called Aviation Capital Group. ACG also ordered 20 Boeing airliners - 6 Boeing 787 Dreamliners, and 14 Boeing 737-800s.

Boeing says that blended winglets added to a Boeing 767-300ER could save 290,000 gallons of jet fuel per year. American Airlines says that it could save \$44 million per year.

Boeing now has 567 firm orders from 44 customers for their new 787 Dreamliner. And this is before it has even rolled out or flown!

Spice Jet, the Indian discount airline, ordered 10 more Boeing 737-800s for about \$700 million. Spice Jet already has orders on the books for 20 737-800s.

Boeing announced an order of 6 Boeing 777-300 freighters from

Oak Hills Capital, a leasing firm. Cost is about \$1.4 Billion.

Boeing and Airbus both expect to announce huge orders at the Paris Air Show this year.

S7 Airlines of Russia, formally Sibir, ordered 10 Boeing 737-800s for about \$700 million. S7 also had a option for 10 more.

Boeing now has a back order log of \$250 Billion of airliner orders - the largest in history.

Northwest Airlines has now recalled all laid off pilots.

Copa Airlines of Panama, ordered four Boeing 737-800s for \$282 million.

Compass Airlines, the new regional airline owned by Northwest Airlines, began service on Wednesday, May 2, with a scheduled flight from Minneapolis to Dulles Airport near Washington, DC using a 50-seat CRJ-200 regional jet. Eventually COMapss will operate 36 Embraer EMB-175 regional jets which seat 36 people.

Allegiant Airlines of Las Vegas, earned \$9.7 million in the first quarter of 2007. They plan to expand by adding 4 more Douglas MD-80s, bringing their total to 30 MD-80s. A good low-time MD-80 is going for around \$5 million.

Air One, Italy's largest private airline, ordered another 50 Airbus A-320s. Air One bought 40 Airbus A-320s last year.

China ordered 150 Airbus A-320s last year. Part of the deal was that China is to do assembly of the airliners. So China had built new assembly factories for several hundred million dollars. Entire deal is worth \$9.7 Billion to Airbus, but China gets the technology. Factory will be complete by next summer and by 2009, will be building 2 per month and then 4 per month the following year.

Airbus says that demand is so great for their Airbus A-320s, that they are going to increase their production rate from 32 per month to 40 per month by the end of 2008.

Boeing received an order from TUI, the German shipping and tourism group, for 11 Boeing 787 Dreamliners and 50 Boeing 737-800s. Cost is \$4.7 Billion.

Lufthansa obtained another MD-11 cargo freighter. Cargo business is booming. Lufthansa has 19 MD-11 freighters presently, plus 3 Boeing 747 freighters.

British Airways ordered 8 new Airbus A-320s. They will replace the oldest Boeing 737s that British has.

Mesaba Airlines took delivery of its first CRJ-900 during the week of May 21. It holds 80 seats - 64 in coach, and 12 in first class. This is the first of 36 CRJ-900s ordered by NWA for Mesaba.

Northwest Airlines will exit bankruptcy any day now.



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anyway) were the huge NC-4, the first aircraft to cross the Atlantic, a Hanriot HD-1, a Nieuport 28, a gorgeous Curtiss F6C Hawk, other early fighters including an F4B and an F3F, and an array of between the war trainers. I should point out that my interests mainly lie in the 1914-1945 era. I didn't linger long in the pointy things with stubby wings section. My apologies to Steve Jantscher. Continuing past the Cubi Bar café, I entered the US Coast Guard exhibit and immediately regretted not asking Steve Macey which of the aircraft he flew were on display. Was it the HH-52 Sea Guardian? Or maybe the HU-16 Albatross which I saw in the restoration area later. Moving on to the Blue Angels Atrium, I noticed an F/A-18 in Blue Angels livery just outside the windows. I learned later

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they were setting up for a memorial service for the pilot killed at an airshow the week before. I kept walking and came right up to an SB2U Vindicator. It is the only Vindicator known to exist anywhere in the world! Wow! I was now in the WWII/Korean War area. There they had a Curtiss Tomahawk that originally came from Russia, but was displayed in the Flying Tiger markings of former naval aviator Bob Neale. Right next to that, just outside the museum library, was an unexpected treat. An SBD-2 Dauntless, a veteran of VMSB-241 at the Battle of Midway. This SBD, BuNo 2106, was at Pearl Harbor on December 7th, part of the naval air group searching for the Japanese fleet after the attack. It was later transferred to the Marines of scout/bombing squadron 241, arriving on Midway on May 26th, 1942. The crews of VMSB-241 had just over a week to train with their new SBDs before they took off to attack the Japanese fleet on June 4th. The Marines, with green crews flying unfamiliar, worn-out aircraft, were decimated. Of 16 SBDs that took off, only 8 came back, including BuNo 2106. It returned with 179 holes, a flat tire, the port aileron hanging by a single hinge, and a wounded back-seater. Patched up after the battle, it was sent to Great Lakes near Chicago as a carrier qualifications training aircraft. While there it was ditched and sank into Lake Michigan. Recovered and put on display at the museum, it is one of its most historic exhibits. You can still see many places where patches cover the bullet holes it received at Midway. Having delved so deeply into Fleming's short life, and having found a direct link to his part in the war, I found myself returning again and again to this airplane. I may have even teared-up a bit at one point, although I'll maintain it was something in my eye.

Moving on to the rest of the WWII collection, they had the usual suspects: A couple of Grumman F4F-3's, an Avenger, Corsair, Hellcat, etc. All were in immaculate

condition with many displayed on a replica carrier deck, complete with tower from the USS Cabot. The wooden floor was built from decking material that was acquired for, but never used, carrier flight deck planking. The ship's insignia, painted on the tower, was reproduced by the original artist for the exhibit. Beyond that they had a newly-restored SB2A Buccaneer. Frank Cuden's model compared well with the real thing, although I think there were a couple of switches in the rear cockpit he might have missed.

For '50's era aircraft they had some rarely seen birds including an AF Guardian, AM Mauler, F2H Banshee, FH-1 Phantom, and an FJ-2 Fury; even a MiG-15. In a separate room was an eerie exhibit simulating aircraft under water, on the ocean floor. This may seem strange until you realize that's where many of the museum's aircraft have come from.

Eventually I made my way upstairs to the mezzanine level. Besides close-up views of the hanging aircraft, there were several interesting exhibits. There was a homefront display with a theater lobby, grocery store, (I didn't realize Snickers Bars had been around so long), and a typical '40's home; a WWII Pacific island display with ground crew servicing a dilapidated Wildcat; a carrier hanger deck with a Dauntless, and a display replicating the corridors and various cabins within a WWII carrier. There was also a fascinating lighter-than-air display, a space section with a Mercury capsule, and of course the art gallery. There were a series of paintings, all by the same artist, that really caught my eye. They showed PB4Y-1 Liberators in various settings. The composition, colors, and light were remarkable.

The Naval Aviation Museum Foundation worked closely with "Spook" to make our group feel especially welcome. They set up a free lunch at the Cubi Bar, available throughout the day, gave us discount coupons for the IMAX theater and flight simulators, and also ar-

ranged hourly tours through the restoration area. Noticing it was by now nearly 1:00pm, and having seen that the café was packed, I decided to try for the restoration facility tour. About 12-15 of us met our guide and leaving the museum proper, walked a short distance to a nondescript building. This is where a handful of Foundation staff and a small group of volunteers do all the research and restoration of the museum's aircraft. Inside we were shown a cubicle where cockpit instruments were refurbished for display, numerous racks and shelves filled with a multitude of parts, and a machine shop populated by various machining equipment procured from a WWII aircraft factory and used by the museum today for fabricating parts. Our guide told us that, a few years ago, they had acquired a collection of WWII hardware large enough to need several semi-trailers to haul, that they were still sorting. So everything they restore is original as can be, right down to the nuts, bolts, screws, and rivets. We were then led into the engine shop. There we saw a Wright Cyclone from a Brewster F2A Buffalo on an engine stand being cleaned and preserved. This aircraft, obtained from a fresh water lake in Russia, was the Buffalo flown by WO Ilmari Juutilainen, Finland's top scoring ace of the war. He had crash landed it after being hit by ground fire that cut an oil line. The engine was in such good condition that it looked new! Since this significant aircraft is still in its original colors, the Buffalo will be cleaned and coated with a preservative and put on display as it was found. Moving into the airframe restoration area we were dwarfed by a PB2Y Coronado used as the personal aircraft of Admiral Nimitz during WWII. It was in pieces scattered around the shop area, but the fuselage with wing stubs was intact. They were currently re-covering the fabric control surfaces. Under one wing was a Lockheed 10 Electra that will be restored to replicate the aircraft Amelia Earhart disappeared

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in. Just beyond that, standing on its nose, was a real Mitsubishi Zero having all its rivets ground off and drilled out. A previous owner had restored the fighter with modern pop rivets and volunteers are replacing them with correct, original WWII rivets. Beyond the Zero were several complete aircraft undergoing overhauls. This is where I saw the HU-16 Albatross that, it turns out, was one Steve Macey flew. The group was then ushered through a doorway into another area but, before I left, I managed to ask one of the staff members for a small piece of original fabric from the underside of the Coronado's elevator. It appears too clean to be original from the WWII era; it's probably from a previous restoration, but what the heck. After that we were directed back to the museum's main building and I figured it was about time for lunch.

Lunch was laid out buffet style with hot beef or ham sandwiches, a choice of salads, bagged chips, and fresh hot cookies! I loaded up a plate, found a chair and dug in.

Inside the Cubi Bar café there was a table of F/A-18 aircrew having lunch, when up walked Liz Strofus, who had accompanied us on the trip. Those who've had any contact with Liz know what a firecracker she is! She dropped into a chair at the table and asked, "So - what do you boys fly?" The others at the table gave her a look that said, "Back away slowly in case she's armed," when she started telling them what she had flown. After a few minutes differences in age and gender disappeared and they were just a bunch of pilots talking flying. Quite a sight.

After lunch I continued to wander around the different displays, but kept coming back to the Dauntless. The biggest outward difference between the -2 and better-known -3 was the single .30 cal MG in the rear seat. Being a modeler (so I tell myself), I had long-ago determined to build a VM5B-241 dash-2 model at some point. Available SBD kits in 1/72 scale are all -

3's or later, so I would need to get some good references for the single gun mount. I asked one of the volunteers if he or someone associated with the museum could climb up on the wing to get me a couple of photos of the rear cockpit using my camera. He directed me to a gentleman at the information desk who took me to the same staff member who'd given me the fabric from the PB2Y. I asked if he'd be willing to take the photos for me. He asked if I was a modeler. Prepared to be shot down, I said "yes" and added that I also had researched the squadron the SBD had come from for our display at the South St. Paul airport. He said "Take all the pictures you want as long as there is someone from the museum with you." Wahoo! I got to climb around on a Battle of Midway survivor and "take all the pictures" I wanted.

While I was up there on the wing, Axel and his friend Roger happened by and, seeing the expression on my face, stopped to take a picture. If I wasn't such a stalwart citizen the staff would have had to drag me out of the cockpit at closing time. Coincidentally, the gent from the information desk who accompanied me had helped with the restoration of the SBD as his first volunteer project and was wearing a special "SBD 2106" tie clip given to him by the plane's former Midway pilot who had attended the newly-restored SBD's roll-out.

When I finished taking Dauntless photos, I still had enough time to make another quick sweep through everything before it was time to leave. I went to the gift shop and bought my girls "Naval Aviator" t-shirts that they'd picked out beforehand on the museum's website. I hadn't intended to use the IMAX and simulator coupons, so I had already given them to a couple with children. I managed to get a few more detail photos of the F6C Hawk and SC-4 Scout before it was time to meet out front for the trolley ride back to our flight home. The only thing I regretted not doing was going on the "flightline" tour of aircraft parked outside. I missed some

planes I would have liked to see.

I ran into Axel again outside. He was waiting for his friend who was finishing the IMAX movie, so we waited for the last trolley ride before heading back. Roger came out almost before Axel finished telling me where he was, and after a short wait the trolley arrived and we climbed on, but then sat for about 10 minutes without moving. When someone asked why we weren't getting back we were told we were waiting for someone still in the IMAX movie. We explained that he was indeed on the trolley and we hurried on our way. We narrowly avoided the stigma of our Sun Country charter to Dulles two years previous. Both Axel and I had been on the Dulles annex trip when someone had got on a wrong bus at the museum and ended up in downtown DC. We had had to wait an hour past our departure time for him to get back to the airport. There had been a few people on the plane ready to leave the guy in DC!

The flight home was again uneventful; a good thing on a commercial flight. Sun Country took good care of us. We had a breakfast sandwich on the morning flight, and a cheeseburger and chips for the trip home. Sure it was airline food, but at least we got fed. All in all, it was an extraordinary trip. The Foundation members, museum staff and volunteers were all outstanding - knowledgeable, cheerful, helpful, and obliging. The Museum itself was immaculate - clean and neat. The exhibits and displays, including the aircraft were incredible, well lit, and composed with amazing attention to detail. If you've been there before I think you'll agree with me that the National Museum of Naval Aviation is one of our country's finest treasures. If you haven't been there yet, you owe it to yourself to go - you won't be disappointed either.

A special thanks to Sun Country Airlines for making these trips possible, and to "Spook" Johns for his initiative in getting the ball rolling. If you can't tell, I had a great time!





Photos from Ken Hornby's trip; Clockwise, from upper left: a real Japanese Zero under restoration; a PB2Y Coronado and other goodies; a SB2A Buccaneer; and the engine from a Brewster Model 339 (export F2A Buffalo)

ON THE TABLE MAY 2007

Modeler	Kit	Scale	Comments/Aftermarket
Frank Cuden	Lockheed T-33	1/48	Fox 3 decals/Monogram/Hobbycraft kits
Noel Allard	Stearman	1/72	Chuck Doyle's aircraft; kitbashed
Bernie Kugel	IJN Akagi	1/700	Hasegawa kit (work in progress)
Bernie Kugel	Fokker D. VII	1/48	Monogram kit
Steve Erickson	Bf-109K-4	1/48	Hasegawa kit
Steve Erickson	JS-III tank	1/35	Tamiya kit
Mikael Kaukonen	F9F-2 Panther	1/48	Trumpeter kit
Mark Jaques	Panther G tank	1/35	DML kit
Mark Jacques	M4 Sherman	1/35	Italeri kit
David Nelson	Type XXI sub	1/350	AFV kit
David Nelson	Soviet November class sub	1/350	Zveda kit
Bob Maderich	Matra 670	1/24	Fisher kit
Don Stauffer	Bleriot XI	1/48	Lifelike kit
Rick Verner	Mirage F1	1/48	Heller kit
John Dunphy N/A			
P-51 Contest			
John Dunphy	P-51A Photo Recon	1/48	Academy kit? Accurate Minatures kit?
Bernie Kugel	A-36 Apache	1/48	Accurate Minatures kit
Steve Jantscher	P-51B	1/48	Tamiya kit
Don Stauffer	P-51D	1/48	Hasegawa kit
Rick Verner	P-51D	1/48	Hasegawa kit

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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