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 1-494, west of Concord Street and East of High-*way* 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

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DRAW DECALS

Twin City Aero Historian
Rick Schmierer
1852 E. 39 Street
Minneapolis, MN 55407

Return address requested

The Aero Historian is published montly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelsers 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 Larry Donovan at 651-501-4755.

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.

The Aero Historian

Volume 46 Number 10 **Website: http://www.aerohistorians.org** **October 2012**

1/48 Revell F-84F
by Mark Rossmann

1/48 Revell F-84F
by Mark Rossmann

Originally designated YF-96A and first flying on June 2, 1950, the Thunderstreak was a company-sponsored swept-wing development of the F-84C Thunder jet. Official interest, lukewarm at first, hardened soon after the outbreak of the Korean War, and the type was ordered into production with a designation in the F-84 series. Although tooling commonality with the Thunderjet was supposed to be 55 percent, in reality only 15 percent of tools could be reused. Issues with production started immediately, the F-84F utilized press-forged wing spars and ribs. At the time, only three presses in the United States could manufacture these, and priority was given to the Boeing B-47 Stratojet bomber over the F-84. The YJ65-W-1 engine was considered obsolete and the improved J65-W-3 did not become available until 1954.

When the first production F-84F finally flew on 22 November 1952, it differed from the service test aircraft. It had a different canopy which opened up and back instead of sliding to the rear, as well as airbrakes on the sides of the fuselage instead of the bottom of the aircraft. The aircraft was considered not ready for operational deployment due to control and stability problems. The first 275 aircraft, equipped with a conventional stabilizer-elevator tail plane, suffered from accelerated stall pitch-up and poor turning ability at combat speeds. Beginning with Block 25, the problem was resolved by introduction of a hydraulically-powered one-piece stabilizer. A number of aircraft were also retrofitted with spoilers for improved high-speed control. As a result, the F-84F was not declared operational until 12 May 1954

Ongoing engine failures resulted in the entire fleet being grounded in early 1955. Also, the J65 engine continued to suffer from flameouts when flying through heavy rain or snow. As the result of the problems, the active duty phase out began almost as soon as the F-84F entered service in 1954, and was completed by 1958. Increased tensions in Germany associated with construction of the Berlin Wall in 1961 resulted in reactivation of the F-84F fleet. In 1962, the fleet was grounded due to corrosion of control rods. A total of 1,800 man hours was expended to bring each aircraft to full operational capacity. The aircraft were retired from active service in 1964. Stress corrosion forced retirement of ANG F-84Fs in 1971. Many Counties flew the F-84F, West Germany, Belgium, Greece, Turkey, Italy, France, and Taiwan.

This is the Revell F-84F that builds up into a good representation of the aircraft. Many articles exist on the merits of this model and other manufactures I'll leave that to you to decide if this kit is up to standards. Aircraft was painted with Model Masters Aluminum Metalizer, and "Green" spray paints. Coating was with the Metalizer Sealer (non

(Continued on page 4)

TCAH Officers

President, Larry Donovan

Vice-President,

Secretary, Jeff Fries

Treasurer, Dave Hueffmeier

Historian, Tom Norrbohm

Sergeant-at-Arms, Bernie Kugel

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TCAH This Month

The monthly meeting will be held Saturday May 12, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.

Secretary's Notes

by Jeff Fries

Meeting called to order at 1:30 PM.

Larry weclomed guest or new member Ben Garcia Vendor report Axel that nothing new from Schiffer at this time.

Rollmodels gave an extensive list of new items including Su-30KK in 72nd,J-8, Mig 23 in 48th,a Hasagawa "Voyager"Also mentioned rereleases of Revell's He-115 and P-26 and 32nd scale He 162.

The Nordiccon report—Bernie urged members to use the forms online to expidite work at registration table. Also noted from Bernie is that people from Omaha and Des Moines are expected up for the show.

Larry spoke that we will have nominations for all officers next month.

Also in October we will have a guest speaker Kim Jackson who was a Med-Vac pilot.

Reminder this month is dues month and Jeff will take care of that in the

absence of Dave Huffmeirer On the Table was next and then short break.

After the break Old business was taken up and we were informed that our Non-profit status was renewed and must be renewed each year.

New Business we discussed the idea of having credit card size membership cards made and created to be used for more than one year. The membership will discuss this next month.

Discussion of members attending the IPMS show next year in Loveland Colorado.

Meeting adjourned

Guest Speaker
Kim Jacobsen

Kim Jacobsen
Aviation Experience
and Education

Date of Birth 11/10/1949
FAA Commercial License
#3140277

1969-70 Graduate: U.S. Army Warrant Officer Aviator Course Ft. Rucker AL.

1970- Graduate: U.S. Air Force Tropical Escape and Evasion and POW Survival Course
Egland Air Force Base, FL

1970-1971 U.S. Army Helicopter Pilot serving in Vietnam with the 25th Infantry Division and the 1st Aviation Brigade flying UH1 H "Huey" "Dustoff" Med Evacs and AH1 G Attack Helicopters. 866 combat hours, 33 Air Medals Multiple Commendation and Army Achievement awards.

1971- Promoted to CW-2 in Combat

1992: Join US Army Reserves as a UH-1 Aviator in the 385th Engineer Group HQ at Ft Snelling and flying out of St. Paul DT Airport.

1978- Graduate: US Army OH-58 "Kiowa" Instructor Pilot Course, Ft. Rucker, AL.

1978- Promoted to CW-3 in

(Continued on page 3)

(Continued from page 6)

Traffic was steady all day long and the model contest tables were continuously being arranged to make more room for *more* models. The 1/48th scale WWII category was especially huge in turnout and the armor models were doing very well also. As registration closed for the evening Friday night, and people made their way to restaurants and the Hospitality Room, the overnight security volunteers took over to keep an eye on the models and vendor rooms.

Saturday would bring still more registrants and by noon on Saturday, registration closed and the judging would commence! Several modelers came down from Thunder Bay, Canada and were just ecstatic about our hosting the Regional. They hoped it would continue to be a somewhat regular event as they didn't get much action up in their neck of the woods. After several counts and recounts it was determined that 485 models were entered in the contest. The tables were *really* crowded with all manner of models and we did not envy the job ahead for the judges.

As Saturday wound down and everyone was waiting for the contest results, some of us helped out in getting rid of the huge myriad of raffle items that had been given out over the two day event. By Saturday afternoon there were still a lot of raffle items to give out and we stepped up the pace to see that all of it got taken care of. By late Saturday afternoon, the awards were handed out and clean up commenced. We gave ourselves a hearty slap on the back for a job well done. Now it was just a matter of waiting to see what the final numbers would be.

When the figures came in we found that we exceeded our expense budget by 13%. As compensation, we exceeded our income budget by 50%! Most of this was due to the huge number of walk-in spectators that came to the show and forked over $5.00 a head. Our total profit for the show was $3,138.42, of which $1,528.00 was the seed money we raised in the special auction and did not have to use. This convention was certainly one of the club's signature events and sadly would be the last of this magnitude up to present day. The next opportunity to duplicate this would be the bid for the 2003 IPMS National, but that was not meant to be. We would host two more regionals in 1999 and 2003. Neither would measure up to the 1975 or 1995 shows. In their place, the club would start hosting an annual Nordic-Con one day show/contest in the month of September. These shows have been going on now since the year 2000 to date.

The next and final installment of this series will focus on the Bernie Fletcher Legacy.

On The Table—September 2012

Name	Item	Manufacture	Scale
Merrill Anderson	Tiger I	Italaerei	35th
Frank Cudden	QF_4N	Fujimi	72nd
Frank Cudden	C-124A	Roden	144th
Bob Englstad	P-39	Monogram	48th
Bob Englstad	P-47D (motorized)	Monogram	48th
Bob Englstad	Northrop XP-79A	K-R Models	72nd
Bob Englstad	Northrop XP-79B	K-R Models	72nd
Bob Englstad	Bell X-4	K-R Models	72nd
Dave Gatts	Heinkel He 178	Condor	48th
Dave Gatts	Hansa Brandenburg W 29	MPM	72nd
Steve Macey	Flakpanzer IV	Tamiya	48th
Bob Maderich	Tiger II	Tamiya	48th
Bob Maderich	Porsche 935	Tamiya	24th
Mark Rossmann	F-86 (EM)	Hasagawa	48th

(Continued from page 5)
projections.

After some discussion, it was decided to have a 'Special Auction' to raise seed money for the operating costs of the convention in May of 1994. At that auction, we raised $1602.00, a record for a club auction. And it was announced at this meeting that we were indeed awarded the bid to host the Region 5 Convention in Mpls/St. Paul on May 5 & 6, 1995. There was some concern early on as the regional coordinator we submitted our bid to, died shortly thereafter and of course a new coordinator would have to be put in his place and would this hurt our chances to get the bid. Turned out it didn't. At this time also, the club had T-shirts made up advertising the R-5 Con in Plymouth the following year, and these were worn by members attending the 1994 IPMS Nationals and other events throughout the coming year leading up to the IPMS Regional in 1995. From here on out, Mark stressed that club business meetings would be *very* important as we needed to stay in touch and stay on top of things. He also pledged for the next year, to keep the membership informed as much as possible as to what is happening with the convention picture.

One of the things that we felt was very important was to get an information packet out to all the IPMS Chapters in Region 5. This would not only contain important info regarding the regional itself (contest rules & categories, hotel info and such) but places to go and see, such as a complete listing of all the hobby shops in the metro area (an important fact!). Also to be included in this packet was a VHS video (whoever thought of this idea should have gotten a medal) highlighting some of the places to go and see.

This 6 minute video was shot and put together by then club member Bruce Heideman, a professional videographer. With an opening shot flying down the river to the music of Wagner's 'Ride of the Valkyries', the camera pans off the water up the shoreline to a wide shot of the Twin Cites. Narrated by Mark Copeland, we visit the American Wings Museum at Anoka airport; the MNANG Museum; Kelly Inn in Plymouth; Ellingson Car Museum in Rogers; Mall of America; Hobby Depot and Planes of Fame at Flying Cloud airport. Mention is made of the 30 vendors at the show and 27 metro area hobby shops to visit. The final shot is the club gathered in front of the MNANG SR-71 inviting the viewer to come to our Regional in May of 1995. This video was done for the ridiculous sum of $178.00 and easily could have cost *a lot more!* From here on out to May of 1995, the club would work behind the scenes on refining and putting the finishing touches on the show itself. Prizes for the raffle would be collected by donations from members and hobby shops including a ride on Mike Langer's OV-1 Mohawk at American Wings museum. We have done our part, now it was up to the masses to make this show an unforgettable one. We would not be disappointed.

D-DAY: May 5th, 1995 dawned a beautiful spring day. With the show officially starting at noon, vendors were busy setting up. Some new ideas were tried this year. The most ingenious was cutting lengths of PVC pipe and using them as extensions to the contest room table legs. This raised the tables to a much more comfortable viewing level and was a big hit. We also had 'Model Escorts' (and no, not that *kind* escort) who after the guest registered and completed his contest forms was shown where his models went. I also seem to recall we had 'greeters' who would help attendees, be they vendors or guests, unload and show them where to go to set up or register. All in all, we were ready for anything!

Much of the vendor set up was accomplished early, setting up in two main rooms, and it was decided to go ahead and open the doors early and get started with the show. The traffic was very steady from the get go. Not only did we have a steady flow of convention registrants, we were also charging $5 each for convention walk-ins who just wanted to come in off the street to experience the show. This would be the convention's biggest surprise as we figured 20 would show, that number would eventually be a total of 284 walk-ins!

As the morning went on, it was obvious to us that this show was going to be special. The contest tables were filling up fast with quality models and lots of people were coming through the doors to take in the show. Since our club Treasurer John Roll kept meticulous records of our expenses and income to date, we knew how much money we needed to take in before we broke even. That momentous event occurred around noon on *Friday!* We still had a day and a half to go! Seminars and field trips to the outside attractions would talk up the day Friday and Saturday.

(Continued on page 7)

Airline Chatter
by Terry Love

Southwest Airlines is considering flying to Hawaii, Alaska, Puerto Rico, and other non-US destinations.

Qantas posted a second-half loss of $107 million AUD. Therefore, Qantas cancelled the order for 35 Boeing 787 Dreamliners.

United Airlines will receive their first Boeing 787 Dreamliner in January. United will begin service Denver to Tokyo starting in March of 2013. Then, as further 787s are delivered, United will start Houston to Lagos, Nigeria, and Los Angeles to Tokyo, Los Angeles to Shanghai, Houston to London, and Houston to Amsterdam.

Philippine Airlines ordered 10 Airbus A-330-300LRs and 44 Airbus A-321s. The price is $7 Billion. Philippine Airlines is the oldest Asian airline.

Boeing currently builds 3 ½ 787 Dreamliners per month. Due to huge backlog of orders, Boeing is boosting the production rate to 10 787s per month by the end of 2013.

Airbus announced that the Chinese government ordered 50 Airbus A-320s for $4 Billion. They will be built in the Chinese assembly plant of Airbus.

British Airways is considering buying a stake in American Airlines.

Airbus has received orders through August of this year for 384 airliners. Boeing has received orders for 701 airliners in the same period.

United Airlines cut its capacity (ie parked aircraft) by 3% on September 5.

American Airlines says that its future will be set by the end of this year.

Airbus will invest $600 million in their Alabama assembly plant. They have pl ans to hire about 1,000 people for the plant, as well as 2,500 construction jobs.

Air Nigeria totally collapsed. They had over 800 employees.

American Airlines cuts its capacity (ie park airliners) but the load factor was 85.5% and revenue was up 4.1%. These are good statistics for the bankrupt airline.

Airbus is proud of their A-380 s upper jumbo jet. Eight airlines now operate the type. It has accumulated about 700,000 flight hours of service with more than 72,000 revenue flights. Average utilization is over 13 hours per day. The 80th A-380 was just delivered to Singapore Airlines. The top airport operations for the A-380 are Dubai, Singapore, Frankfurt, London, Paris, Sydney, Hong Kong, Seoul, New York, and Tokyo. Emirates Airilines has 23 A-380s in service with 90 more on order.

Transaero, the Russian airline, became the first customer for the Airbus A-380 in Russia, the CIS and Eastern Europe. They ordered 4 Airbus A-380s holding about 700 passengers. This brings the Airbus A-380 orders to 257 from 20 different customers.

American Airlines has notified more than 11,000 workers that they could loose their jobs as part of the bankruptcy proceedings.

(Continued from page 2)
the US Army Reserves

1978- Graduate: U.S. Army Low Level "Nap of the Earth" Instructor Pilot Course
Ft. Riley, Kansas

1978-Acquisition: FAA Commercial Helicopter Certificate with Instrument

1978- Acquisition: Purchased a Mooney 201 High Performance Single Engine Airplane/ with retractable gear and added private privileges to existing Commercial Helicopter Certificate. Check Pilot: John Rice, Willmar Air Service, Willmar, MN.

1977-1989: Owned and flew M20 J "Mooney" 201 BU for 745 hours in 8 states in the Central US for business over 13 years.

1981: Graduate US Army UH-1 "Huey" Instructor Pilot Course, Ft. Rucker, AL

1983: Graduate: US Army "Sub Zero" Cold Weather Survival Course, Boundary Waters,
Ely MN.

1984: Promoted to CW-4 in the US Army Reserves.

1986: Two Time Graduate: U.S. Army Sub Zero Cold Weather Survival Course, Boundary Waters, Ely, MN

1989: Graduate: U.S. Army AH-1F Fully Modernized TOW Cobra Qualification Course, Ft. Rucker, AL.

1990: Three Time Graduate:

(Continued on page 4)

Upcoming Model Events
by Mark Jacques

20 October 2012 – MOSS CON 2012 – IPMS / Missouri Ozarks Scale Specialists (MOSS) @ White House Theater / Legend of Kung Fu, 2255 Gretna Road, Branson MO, contact Nate Jones @ 417-230-6220.

20 October 2012 – Glue Crew 2012 Model Contest and Swap Meet – IPMS / The Glue Crew @ Howard Johnson Inn & Conference Center, 7101 N. Mountain Road, Wausau, WI, contact www.thegluecrew.com

2 February 2011 - 2012 "Hope It Don't Snow Show" – IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16th St. SW, Rochester, MN. Special awards include: Best "Hog" (in honor of the show being on Groundhog's Day, Best Drag Racing Subject, Best Fantasy/ Science Fiction Subject, Best Figure, Best Jet, Best Middle Eastern Subject 1890 - Present, Best Modern Armor, Best "Ready to Paint" Model, Best Real Space Subject, Best Rocket Powered Aircraft/Early Jet, Best Scratchbuilt, Vacuformed or Converted Subject, Best Vietnam Era Subject, Best WWI Subject, Best WWII Bust, Best WWII Polish Subject, Best Youth Subject and Best 1:48th Scale Armor. For more information, contact George Romano at 507-281-4175 or romano@infonet.isl.net or visit the club website at www.royalresin.net/ZumbroValleyScaleModelers.html

23 March 2013 – 9th Annual Model Show and Contest – IPMS/South Central Modelers of Minnesota @ Five Lakes Centre, 308 South State Street, Fairmont, MN. 9:00am to 4:00pm, Registration 'till Noon; Entry Fee: $1.00 per model. Website: http//public.fotki.com/73superduty/south_central_model ; contact Gregory Pausewang 57chevy1957@bevcomm.net or at (507) 526-3531.

27 April 2013 – Fleacon 9 – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 http://ipms-usa-lippisch-chapter.org/wordpress/

14 to 17 August 2013 – 2013 IPMS/USA Nationals – "The Thin Air Nationals" – JQ Hammons Conference and Convention Center & Embassy Suites Hotel, Loveland Colorado (www.embassysuitesloveland.com or 970-593-6200) Watch the IPMS/USA website and the Journal for more information or contact info@ipmsusa2013.com

(Continued from page 1)
buffing) I wanted to build a French F-84F and found this Berna Decals BD 48-27 on the FlightDecs Website, out of Thunder Bay Canada. The price was around $17, but worth the cost to get French markings, thanks FlightDecs. Beginning in 1955, the French Air Force flew F-84Fs for over 10 years. They equipped the 1st, 3rd, 4th, 6th, and 11th Escadres. The aircraft depicted is from Unit: **EC 3/1 "Argonne", Armee de l'Air** Serial: **1-PB (52-8844),** St. Dizier, 1957. I have been unable to find more information for French F-84F's that did not serve in the "Suez" Crisis, so apologize for lack of content.

References: Wikipedia, Berna Decals, Revell Instruction Sheet.

(Continued from page 3)
U.S. Army Sub Zero Cold Weather Survival Course, Boundary Waters, Ely, MN

1991: Graduate US Army AH1-F Fully Modernized TOW Cobra" Instructor Pilot Course
Ft. Rucker, AL.

1992: Graduate: U.S. Air Force Cold Weather Survival Course, Eielson Air Force Base, and Fairbanks, AK.

1995: Retired from the active US Army Reserves to IRR standby status after flying actively in the Army every year from 1969 to 1995 or 26 years. Duty locations included Alaska, Ft. McCoy, Ft Ripley, Ft Riley and Ft. Rucker Alabama.

1995- 2006: No flying

2006: Acquired commercial airplane multiengine rating and renewed airplane instrument ticket.

2006: Acquired proficiency in Garmin 1000 "Glass Cockpit."

Total: Fixed wing time 790 hours

Total Helicopter Rotary Wing: 3746 (866 combat RVN 1970 to 1971)

Total time in multi-engine and single engine airplane, single engine, single rotor military helicopter all types combined and accident free: 4536 Hours

Kim Jacobsen
612 281 8577

THE TCAH CHRONICLES
Part 4B
by Tom Norrbohm

20 YEARS LATER – R5CON 1995: Since the R-5 Con in May of 1975, the club would host the last Mini Air Expo at the Registry that fall. After that, the show would still be held but under a different name and concept, with 1979 being the last of the 'big' shows. It wasn't the same. In the coming years the club would host various model shows with the most impressive one being the Har Mar Mall show, which we would do twice. But none of these came close to the scope and breadth of the R-5 Con show in the past. Through out the 80's and early 90's, TCAH members started going to more out-state IPMS Regionals and Nationals on a fairly regular basis. Other chapters would inquire about when we would host another Regional (hosting a National at this time would have been suicide for the club; we just weren't ready for that kind of commitment). Could we do it again?

In the President's Address column of the February 1992 issue of the club newsletter, then club president Mark Copeland wrote a column addressing the club's 25th Anniversary and what he wanted to see the club do in coming years. One of the things he mentioned was the possibility of hosting an IPMS Regional. We would openly talk about this for the first time in the fall. Before we could make any kind of commitment to this, we decided to wait until we reviewed an information packet on the subject from IPMS. Hopefully this would provide some answers and guidelines for the event should we go down this path.

In May of 1993, the club started looking at hosting the IPMS Regional in the spring of 1995. We felt that having 1 ½ years to work on this would be in our favor in planning this event out. At the October club business meeting held at Jack Mugan's, there was much discussion on R-5 Con. A number of people expressed interest in working on this project. If we were going to make any kind of bid, we had to do two things first: find a venue and figure out how to finance this undertaking. We wanted to get a bid in to the Region 5 Coordinator before the end of the year if possible. In the December 1993 club newsletter, Mark wrote a column about should we, TCAH, hold a Region 5 Convention in the spring of 1995? He was very passionate about what he felt *we* should do, and outlined the pros and cons of hosting such a venue with emphasis on the pros. He proposed that we place a bid in the near future to the Region 5 coordinator for TCAH to host a regional here in the Twin Cities in May of 1995. The single biggest issue was financing such a venture. In 1975, we got the venue basically for free due to the good graces of Henry Fisher. That would not be the case this time around. We would have to pay for the venue and the question was, how? Do we take the money out of our treasury or do this as private enterprise? Mark explained how we recouped our monies by registration fees; raffles and charging for walk ins at the door, to name a few. Discussions were held and in the end we voted in favor of placing a bid for the Region 5 convention to be held in the spring of 1995.

Now we had to find a venue that suited our needs. Mark and I spent a day looking at several venues in the metro area and many were either to big, not big enough or had poor lighting. Lighting was a key issue, and many of the facilities had banquet rooms/halls that were very rustic and very dark with wood trim and the like. In the end, we settled for the Kelly Inn in Plymouth at the 494 & Hwy 55 interchange. It was easy to get to and best of all, the room to be used for the contest had its outside wall all windows from floor to ceiling. This would help immensely with the lighting issues. Across the hall was the main vendor room, so everything was in close proximity to one another. By February of 1994, we placed our bid to the Region 5 coordinator.

Mark outlined the deal he worked out with the hotel. We would have use of 7 meeting rooms for a total of 3,500 square feet. The $900 we would pay for this was down from $1700 that the hotel proposed. Room rates were dropped from $65 a night to $55. Also, we were able to have the contest room lights changed to a higher wattage to give the room better lighting. And, lastly as a bonus, we were provided with a complimentary deluxe suite, which included two beds, bar facility, hot tub and a comfortable lounge area. Nice! This room would be used as the Hospitality Suite during the convention. I seem to recall Mark and his new bride took advantage of the suite after hours. Again, nice! The only catch to the contract was we must fill up 30 rooms for the hotel Friday night. If we fell short, we would have to pay the hotel $350 or buy the rooms out, whichever was least expensive. We budgeted $1250.00 for the venue costs which came in considerably under our original

(Continued on page 6)