

The Aero Historian



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December 2013



Fujimi Bf-109G
by Mark Rossmann

Hungarian Puma *by Mark L. Rossmann*

The Hungarian Air Force was the most successful of the eastern European allies of the Nazi's, fighting in Russia since 1941 until driven back to their homeland by the oncoming Soviet forces. The defeat of the 2nd Hungarian Army in January 1943, made it obvious that the Anglo-American-Soviet alliance would bring about the defeat of Axis Germany. The Hungarian government withdrew its forces from the eastern front without permission from Germany,

Simultaneously Hungary engaged, through diplomatic channels, to convince the allies they joined Hitler's alliance only to stabilize their borders, not because they supported Hitler, and were ready to sign an armistice. The U.S. and Britain signed a preliminary armistice in Lisbon; conditionally they would then join the allies. The Hungarians fully thought an allied landing in the Balkans would then occur, but the fortunes of war left Hungary battling against the allies.

From January 1944 forward,

British, American bombers and fighters became routine over Hungary. In February, 2/1 FS received 20 new 109 Gustav's, and by March Hungary's war situation was fast deteriorating. Russia was knocking at the door in the Carpathian's and Hitler knowing Hungary was planning to quit the alliance, order German troops to occupy the country putting in place a pro-German government.

In the immediate wake of the German occupation, the Royal Hungarian Air Force was
(Continued on page 6)

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Vice-President, Frank Cuden

Secretary, John Dunphy

Treasurer, Tom Norrbohm

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TCAH This Month

The monthly meeting will be held Saturday December 14, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



From the Prez

by Johannes Allert

2013 is rapidly coming to a close and so is our deadline on Nordicon. Because of the desire to get the show on the road and get organized for next fall, it is imperative we come to a decision this month. To reiterate, the choices are as follows:

- Enter into a prearranged agreement with another club (s) to run it jointly.
- Maintain our leadership role as club sponsor for Nordicon 2014.
- Refrain from hosting Nordicon in 2014 and allow another club (s) to sponsor next year's event.

Another reminder from last month's newsletter is that each of these choices holds its ramifications, therefore members should vote not only with their consciences, but with their convictions. Ken Hornby suggested that Nordicon include an opportunity for individuals and clubs to display their wares rather than enter in competition. Many others agreed asserting that such a venue has potential to expand the event beyond just a contest format. The clubs in Great Britain already hosts something similar to this in Telford, England. Consequently, it draws people from across the globe and has become a yearly success. Something to consider as we move forward. While on the subject of shows, in January the club will have its contest and the membership will have to decide if winners will receive gift certificates or awards.

Following last month's meeting, I received feedback concerning the club and its direction from across the spectrum. In each case, they

believed the club lacked direction and focus. Furthermore, dues were increased.

I'll respond to these in order.

- Since its formation in 1966, TCAH was created as both a model and history club. The founding members made the wise choice (I believe) to affiliate with both IPMS and AAHS, consequently TCAH is unique among other clubs. Diversity – it's a beautiful thing.

- Dues were raised to \$20 early around the last decade (I know Tom Norrbohm has the exact date). Because the club came into a surplus, it was decided to temporarily suspend the \$20 fee and reduce it to \$10. This has remained in place for approximately 7 years. This past year, however, reconsideration followed by a club discussion and vote by the membership reinstated the fee to \$20. Keep in mind that your dues maintain the club, additionally members enjoy discounts at Roll Models, Hub Hobby, and Axel's book dealership. Depending upon a person's purchasing habits (in that case that includes a majority of the club), you can get your money's worth and then some.

I will refrain from beating the proverbial dead horse and just say that an overwhelming majority of club members believed that maintaining an average balance of \$5000 was a sound decision. Enough said.

As for driving out members who don't take an interest in a
(Continued on page 3)

Airline Chatter

by Terry Love

Singapore Airlines has a fleet of 19 Airbus A-380s, 59 Boeing 777s, and 26 Airbus A-330s. Singapore has on order 5 more Airbus A-380s, 8 more Airbus A-330s, 70 Airbus A-350s, and 4 Boeing 777s. Plus Singapore Cargo has currently flies 4 Boeing 747 freighters.

Boeing has a backlog of \$344 Billion worth of aircraft. Boeing should deliver 635 to 645 airliners this year. Boeing has sold 131 Boeing 787 Dreamliners this year.

Korean Air ordered 5 Boeing 747-800s, 6 Boeing 777-300ERs, and 1 additional 787 Dreamliner. Value is a little over \$5 Billion.

Aerolineas Argentinas ordered 20 Boeing 737-800s valued at \$1.8 Billion.

Boeing has always been very closed-mouth when it comes to their BBJ - Boeing Business Jet - customers. In December, Boeing will deliver its first 787 Dreamliner BBJ, and another Boeing 747 BBJ will be delivered next Spring. Boeing has delivered 7 BBJs in 2013. Since, 1996, Boeing has delivered 211 BBJs.

Delta Airlines began service on October 22 using the newly refurbished Boeing 717s (the last DC-9s built) obtained from ATA, on the Atlanta to Newark routes.

Jet Blue Airlines ordered 35 Airbus A-321s. This order marks the 10,000th order for an Airbus A-320 family of airliners. The Airbus A-320 was launched in 1984.

Boeing announced that, due

to a back log of orders, they are going to increase the production rate of their 737-800 series to 47 per month. Boeing has 3400 orders for the 737-800 on the books. Boeing also said that they are increasing the production rate of their 787 Dreamliner from 12 per month to 14 per month.

Delta Airlines refinery in Trainor, Pennsylvania has an output of 185,000 barrels of jet fuel daily. One barrel equals 42 gallons or 7.8 million gallons of jet fuel daily for Delta Airlines.

Hawaiian Airlines says that a Hong Kong based investment company, has purchased 5% of Hawaiian stock - its largest block of stock. Guess where Hawaiian Airlines will be expanding their service to?

Ryan Air, Europe's largest low cost air carrier, will add nine new destinations next April. Also they will add 1300 new jobs.

Lufthansa ordered 34 Boeing 777s. Costs is around \$11 Billion.

Etihad Airlines ordered 25 Boeing 777s plus 12 more options for the airliner. Also, Etihad ordered 30 more Boeing 787 Dreamliners, for a total of 71 on order, making Etihad the largest operator of the 787 Dreamliner. Etihad also ordered 3 777 freighters. Etihad also ordered 50 Airbus A-350s, 36 Airbus A-320s, and 1 Airbus A-330 freighter.

Boeing received the second largest order in Boeing's history with an order from Southwest Airlines 208 Boeing 737-800s. Cost will be about \$20 Billion.

Lion Air also placed a big order with Boeing for 230 Boeing 737-800s worth about \$23 Billion. This is the largest order

ever received by Boeing.

Qatar Airlines ordered 13 Airbus A-330 freighters for \$2.8 Billion.

Flydubai ordered 111 Boeing 737-800s valued at \$11.4 Billion.

Emirates Airlines ordered 50 more Airbus A-380s boosting their A-380 fleet to 140.

Air Algeria ordered 3 Airbus A-330s.



(Continued from page 2)

specific aspect of the club simply doesn't make any sense to me. There was a time here where a member dare not even place a non-aircraft subject on the table lest they incur jeering and sarcasm. Nowadays, members are apt to see a variety of subjects on the table and no one squawks.

Decades ago, I briefly joined a group in college and quickly became unhappy with the way they rolled. Consequently, I left disappointed. I later shared this experience with a friend who wisely replied "Well, having known what they were about, what else did you expect? It wasn't your cup of tea so you should have either understood that or explored other options. Certainly they weren't going to change just for you."

While we strive to serve the membership we cannot please everyone nor can we change attitudes. That's entirely up to the individual. Thankfully, in this day and age of information and club expansion (TCAH, RPM,>NNL, MMFA, TCM, and OMG) there's enough room to roam and seek satisfaction.



Secretary's Notes

by John Dunphy

Meeting was called to order at 1:30 by Johan. **NEW**

BUSINESS: It was motioned and seconded to have the current slate of club officers re-elected (unopposed) for the 2014 year.

OLD BUSINESS: After discussion, Nordic-Con vote was tabled until next month (December). Club will vote on 3 options: 1- TCAH retains full sponsorship of Nordic Con; 2- TCAH collaborates with local clubs; 3- TCAH fully suspends Nordic Con sponsorship. Starting next month, there will be a Sabre Summit before and after the meeting. Dues are due!



Treasurer's Report

by Tom Norrbohm

As of the November 9, 2013, we have 52 paid members (including LIFE members) out of 90. The December meeting will be your last chance to pay dues in person. If you cannot attend, mail your check to me by December 31st. If you do not pay your dues by the end of the year, you will incur a \$5 penalty along with your regular dues renewal. Dues are \$20 for regular members, \$10 for Seniors (65 and older) and Juniors (under 18 years of age). Make checks payable to TCAH. To mail your dues, send to me at: Tom Norrbohm, 9936 Columbus Ave. S., Bloomington, MN 55420.

Our balance at this time is \$4811.10.



TCAH Member John Valo Honored by Minnesota Aviation Hall of Fame

by Noel Allard

The Minnesota Aviation Hall of Fame will be awarding artist John Valo the Best Aviation Art by a Minnesotan for the Year 2014 award at their 25th anniversary induction banquet, April 12, 2014 at the Ramada Mall of America Hotel.

Twin City Aero Historians should be proud to know that John is the second TCAHer to receive the award with the 2013 award going to Bruce McClain. Anyone interested in supporting John is welcome to check the Hall of Fame website after January 1st for reservation forms for the banquet.

Born in Hibbing, Minnesota, Valo began his aviation art career as a youth drawing airplane pictures during class in grade school. He began building model airplanes and took Aeronautical Engineering classes at the University of Minnesota, Duluth, but graduated instead with a Fine Arts Degree.

Moving to St. Cloud in 1987, Valo improved his model building techniques as a member of the Twin City Aero Historians and at the same time continued his illustrating. He painted commissioned aircraft side-view illustrations for several books, using his mastery of airbrush techniques to great advantage. Valo created the personality profiles of North Dakota Aces that are displayed at the Fargo Air Museum. Valo works as a freelance artist, specializing in illustration and package design, in addition to his second job as a professional musician.



Final Public Meeting of the Doolittle Raiders was on November 9, 2013

by Fox News

They once were among the most universally admired and revered men in the United States. There were 80 of the Raiders in April 1942, when they carried out one of the most courageous and heart-stirring military operations in this nation's history. The mere mention of their unit's name, in those years, would bring tears to the eyes of grateful Americans.

Doolittle_raiders-- Now only four survive. After Japan's sneak attack on Pearl Harbor, with the United States reeling and wounded, something dramatic was needed to turn the war effort around.

Even though there were no friendly airfields close enough to Japan for the United States to launch a retaliation, a daring plan was devised.

Sixteen B-25s were modified so that they could take off from the deck of an aircraft carrier. This had never before been tried - sending such big, heavy bombers from a carrier.

The 16 five-man crews, under the command of Lt. Col. James Doolittle, who himself flew the lead plane off the USS Hornet, knew that they would not be able to return to the carrier. They would have to hit Japan and then hope to make it to China for a safe landing.

But on the day of the raid, the Japanese military caught wind of the plan. The Raiders were told that they would have to take off from much farther out in the Pacific Ocean than they had counted on. They were told that

(Continued on page 5)

(Continued from page 4)

because of this they would not have enough fuel to make it to safety.

These men went anyway.

They bombed Tokyo , and then flew as far as they could. Four planes crash-landed, 11 more crews bailed out, and three of the Raiders died. Eight more were captured, three were executed. Another died of starvation in a Japanese prison camp. One crew made it to Russia .

The Doolittle Raid sent a message from the United States to its enemies, and to the rest of the world, "we will fight, and, no matter what it takes, we will win."

Of the 80 Raiders, 62 survived the war. They were celebrated as national heroes, models of bravery. Metro-Goldwyn-Mayer produced a motion picture based on the raid; "Thirty Seconds Over Tokyo," starring Spencer Tracy and Van Johnson, was a patriotic and emotional box-office hit, and the phrase became part of the national lexicon. In the movie-theater previews for the film, MGM proclaimed that it was presenting the story "with supreme pride."

Beginning in 1946, the surviving Raiders have held a reunion each April, to commemorate the mission. The reunion is in a different city each year. In 1959, the city of Tucson , Arizona , as a gesture of respect and gratitude, presented the Doolittle Raiders with a set of 80 silver goblets. Each goblet was engraved with the name of a Raider.

Every year, a wooden display case bearing all 80

goblets is transported to the reunion city. Each time a Raider passes away, his goblet is turned upside down in the case at the next reunion, as his old friends bear solemn witness.

Also, in the wooden case is a bottle of 1896 Hennessy Very Special cognac. The year is not happenstance, 1896 was when Jimmy Doolittle was born.

There has always been a plan. When there are only two surviving Raiders, they would open the bottle, drink from it, and toast their comrades who preceded them in death.

As 2013 began, there were five living Raiders. Then, in February, Tom Griffin passed away at age 96.

What a man he was. After bailing out of his plane over a mountainous Chinese forest after the Tokyo raid, he became ill with malaria, and almost died. When he recovered, he was sent to Europe to fly more combat missions. He was shot down, captured, and spent 22 months in a German prisoner of war camp.

The selflessness of these men, the sheer guts. There was a passage in the Cincinnati Enquirer obituary for Mr. Griffin that, on the surface, had nothing to do with the war, but that emblemizes the depth of his sense of duty and devotion; "When his wife became ill and needed to go into a nursing home, he visited her every day. He walked from his house to the nursing home, fed his wife and at the end of the day brought home her clothes. At night, he washed and ironed her clothes. Then he walked them up to her room the next morning. He did that for three years until her death in

2005."

So now, out of the original 80, only four Raiders remain: Dick Cole (Doolittle's co-pilot on the Tokyo raid), Robert Hite, Edward Saylor and David Thatcher. All are in their 90s. They have decided that there are too few of them for the public reunions to continue.

The events in Fort Walton Beach this year will mark the end. It has come full circle. Florida's nearby Eglin Field was where the Raiders trained in secrecy for the Tokyo mission. The town is planning to do all it can to honor the men, a six-day celebration of their valor, including luncheons, a dinner and a parade.

Do the men ever wonder if those of us for whom they helped save the country have tended to it in a way that is worthy of their sacrifice? They don't talk about that, at least not around other people. But, if you find yourself near Fort Walton Beach, and if you should encounter any of the Raiders, you might want to offer them a word of thanks. I can tell you from firsthand observation that they appreciate hearing that they are remembered.

The men have decided that after this final public reunion they will wait until a later date, some time this year, to get together once more, informally and in absolute privacy. That is when they will open the bottle of brandy. The years are flowing by too swiftly now, they are not going to wait until there are only two of them.

They will fill the four remaining upturned goblets. And raise them in a toast to those who are gone.



Upcoming Model Events

by Mark Jacques

1 February 2014 – 17th Annual Hope It Don't Snow Show - IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16th St. SW, Rochester, MN. For more information, contact Kris Krco at 507-254-4646 or zvsm@gmail.com or visit the club website at www.royalresin.net/ZumbroValleyScaleModelers.html

22 March 2014 – 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.

12 April 2014 – SURGICON 20 – IPMS Plastic Surgeons @ The Euclid Room, 2540 E. Euclid Avenue, Des Moines, IA. For more information please visit the club website @ www.ipms-plasticsurgeons.com or contact Aimee Wright 515-292-3395 or ithondagirl@gmail.com

26 April 2014 – Fleacon 109 – Alexander Lippisch @ PS Air Hanger @ Easter Iowa Airport, Cedar Rapids, IA contact Bill Kreuger @ 319-362-9602 or librarian@gl-iowa.org or visit the club website <http://ipms-usa-lippisch-chapter.org/wordpress/>

6 to 9 August 2014 – 2014 IPMS/USA Nationals – Hampton, VA. Watch the IPMS/USA website and the Journal for more information.

18 October 2014 – 2014 Region 5 Regional Convention / IPMS West Central Missouri – information will be posted in the near future.



(Continued from page 1)

grounded. Once Germany determined that the Hungarian pilots would remain loyal to Germany, they received permission to start flying sorties. Their first action on March 17th, was against 70 B-24's, "Rock Center" (Hungarian Fighter Control) actually recalled the 12 fighters from 2/1 FS thinking they had taken off without auxiliary fuel tanks. However, radio communications were garbled and the fighters took on the B-24's. Being the first time against U.S. bomber formations, they were not familiar with tactics and approached the formation from the wrong direction, 4 109's were hit, 2 of them going down with loss of both pilots.

For the third time in the war 101 FG, led by Maj. Heppes, was formed and the famous "Puma Head" symbol graced the 3 squadrons 36 Gustav's again. The real test for the "Pumas" occurred June 14th, with their 32 aircraft along with 80 109's from the 8th Jagddivision and FW.190's from Austria met a force of 600 bombers attacking the oil refineries at Pe't. Flak claimed 11, Germans claimed 2 and the "Pumas" claimed 8 for the loss of 2 aircraft, 1 pilot KIA. June left the "Pumas" with 22 operational aircraft as the only home defense fighter unit, they were close to being wiped out, but 10 days of inactivity spared the unit. As the Hungarians gained experience against the large formations and escorting fighters, they took their toll of allied aircraft. Finally the

shattered group was pulled from action in October "44" having downed 15 Mustangs, 33 Lightning's, and 56 heavies (B-17's and B-24's).

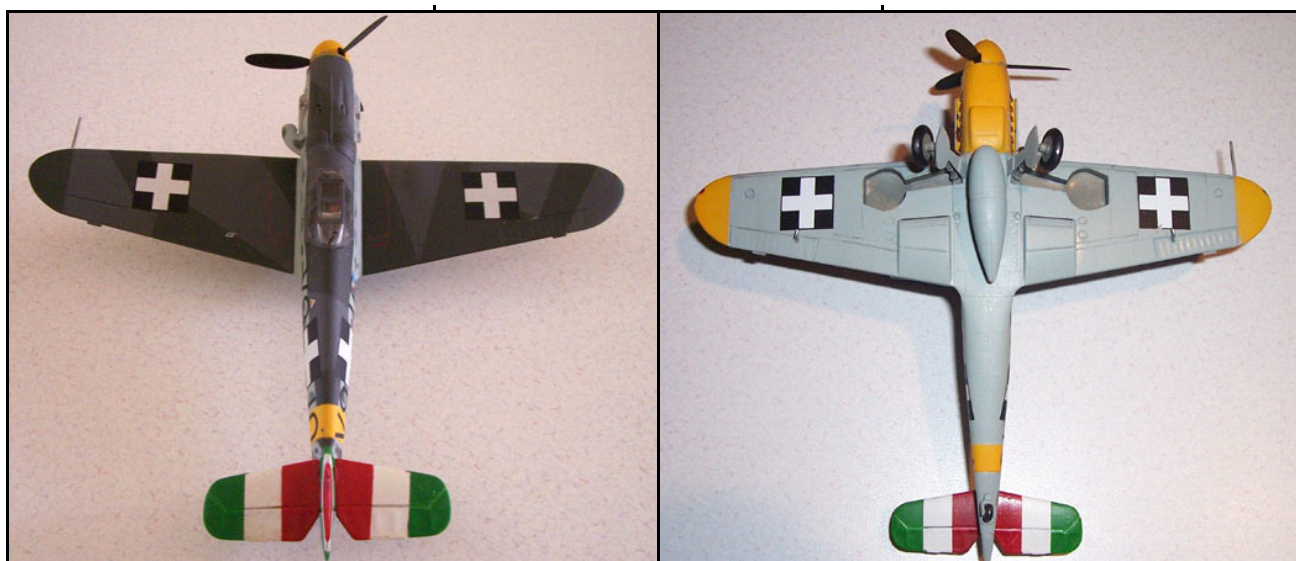
The 101 FG regrouped and fought hard against the Russians. The final victory for the "Pumas" came on April 17th and were scored by 1st Lt. Kiss when he shot down 1 of 7 Yak-9's his flight encountered over Milowitz, bringing his final war tally to 6. On May 4th the Americans arrived at Raffelding and the Puma pilots blew up there last unserviceable 109's to prevent them from falling into enemy hands.

The highest scoring ace was Ens. Dezso Szentgyorgyi with 31 kills. The next two pilots each had 26, 1/Lt. Gyorgy Debrody and Lt. Lajos Toth, all these pilots had kills of U.S. aircraft including B-17, B-24, P-38 and P-51's. Hauptmann Erich Hartmann also flew missions with the Hungarians on one occasion as a wingman to Capt. Laszlo Pottyondy.

This is a Fujimi 109 "G" model built OOB, it has several options of under wing stores and bomb loads Tamiya synthetic spray paint was used, AS-4 Gray Violet, AS-3 Gray Green, AS-5 Light Blue and TS-34 Camel Yellow. The tail stripes were taped off and Testor spray red, white and green were used.

I was fascinated by the very first AMD decal set 48-001, Foreign 109's. This is a 101 Puma Fighter Squadron 109G-6 from mid "44". As noted by the picture, Hungary used a variety of Axis aircraft including this Fw190F-8, flown by Lance-sergeant Timier of 102/2 Fighter Bomber group, January "45".





On The Table—November 2013

Modeler	Kit	Manufacturer	Scale
John R. Ross	Mig-21MF	KP Models	1/72
Winston Vermilyea	P-51	Tamiya	1/32
" "	Ki-61 To:	Hasegawa/Wolfpack	1/32
Erik Zabel	SBD-3 Dauntless	Accurate Miniatures	1/48
Mark Krumrey	Fokker DVII (OAW)	Wingnut Wings	1/32
" "	Sopwith Camel	Academy	1/32
David Gatts	Fw-190A-8 Weik's JG-3	Fujimi	1/50
" "	Fw-190A-8 Maximouitz's JG-3	Hobby Boss	1/72
" "	Stinson Voyager	Lindberg/Pegasus	1/50
" "	Luscombe Monocoupe	" "	1/50
" "	Mooney Mite	" "	1/50
" "	Ercoupe	" "	1/50
" "	Midget Mustang	" "	1/50
" "	Chester's Sweet Pea	" "	1/50
David Kopydlowski	O-1E Bird Dog	Airfix	1/72
" "	F2A-2 Buffalo	Airfix	1/72
Mark Rossman	B-25A	Accurate Miniatures	1/48
Bob Maderich	1950 Olds	Revell	1/24
Dennis Strand	Macchi C. 202	Hasegawa	1/48
Sean Brzozowski	YF-23A	Hobby boss	1/48
John Eian	F-86F	Tamiya	1/48
" "	Sabre 6	Tamiya	1/48
" "	Mig-15	Tamiya/Trumpeter	1/48
Patrick Verner	Ki-45 Nick	Hasegawa	1/72
Rick Verner	F-101B Voodoo	Monogram	1/48

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 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

Twin City Aero Historian
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 Minneapolis, MN 55407

Return address requested

The Aero Historian is published monthly by the Twin City Aero Historians, Inc., a joint chapter of the American Aviation Historical Society and International Plastic Modelers Society/USA, for members and readers as part of their annual dues or fees.

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact 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.



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