

The Aero Historian



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March 2002



From: Mathis William E Col
CADRE/WG

Sent: Monday, February 04, 2002
2:52 PM

To: Warnock Timothy GS-13 AFHRA
Cc: Shaw Frederick J GM-14 AFHRA
Subject: FW: Lets Roll nose art

12/21/01 - WASHINGTON- Aircraft nose art with the words "Let's roll!" -- America's two-word marching order in the fight against terrorism will be displayed on various aircraft throughout the Air Force as a way of recognizing the heroes and victims of the Sept. 11 attacks on the United States.

The words were made famous by Todd Beamer, a passenger on Flight 93. Beamer, a 32-year-old businessman,

Sunday school teacher, husband, father and hero, led other passengers in fighting terrorists for control of Flight 93 before it crashed into a field in western Pennsylvania. He was overheard on a cellular phone reciting the Lord's Prayer and saying "Let's roll!"

as passengers charged the terrorists.

"'Let's roll!'" has served as a rallying cry for this nation as we go forward in our war on terrorism," said Air Force Chief of Staff Gen. John P. Jumper.

"We are proud to display this new nose art on our aircraft." The passengers of Flight 93 won one of the first victories in the fight against terrorism.

There has been much speculation about the terrorists' intentions for

Flight 93, but it is widely believed that either the White House or the Capitol building was the intended target. The nose art design depicts an eagle soaring in front of the U.S. flag, with the words "Spirit of 9-11" on the top and "Let's roll!" on the bottom. The design was created by Senior Airman Duane White, a journeyman from Air Combat Command's multimedia center at Langley Air Force Base, Va. The Thunderbirds and other Air Force demonstration teams will apply this nose art on all aircraft; major commands and wings will be authorized to apply the nose art to one aircraft of their choice.

(Continued on page 6)

<p align="center">TCAH Officers</p> <p>President, Steve Erickson 763-521-9948</p> <p>Vice-President, Pat Butler 612-915-1569</p> <p>Secretary, Ken Sallman 763-753-3783</p> <p>Treasurer, Tom Norrbohm 612-881-5763</p> <p>Historian, Tom Norrbohm 952-881-5763</p>	<p>October TBD ***</p> <p>November TBD—Club Auction. No Theme. ***</p> <p>December TBD—"Linebacker II-30 year Anniversary". Vietnam era aircraft ***</p> <p>Do you have something to include on the club calendar? Please let us know at newsletter@aerohistorian.com!</p>	<p align="center">Treasurer's Report by Tom Norrbohm</p> <p>Our membership numbers have reached 80 members. As of 2/19 our balance is \$6289.18. One last big expense is coming up (the banquet) and we will be free and clear until Nordic-Con this fall. See you next month!</p>
<p align="center">Newsletter Info</p> <p><i>Article Submission Deadline: 22nd of each month.</i></p> <p><i>Editor</i> George Mellinger (melli004@gte.net) 5212 West 47 Street, Apt. 2 Sioux Falls, SD 57106 H:605-362-5603</p> <p><i>Distribution Editor</i> Bernie Kugel 2080 Ivy Ave. East St. Paul, MN 55119 H: 651-771-3525</p> <p>Send articles to: Via E-mail: newsletter@aerohistorian.com Via Snail-mail: George Mellinger Attn: TCAH Newsletter 5212 W. 47 Street, Apt.2 Sioux Falls, SD 57106</p>	<p align="center">Banquet news</p> <p>The Aerohistorians held our banquet and awards ceremony at the Hilton Garden Inn in Eagan on Saturday February 23. About 40 people were in attendance. We were joined by man of mystery Mark Doremus, who came from Missouri, and Brent and Tina Theobald who came all the way from Texas. Unfortunately, we missed Bob and Barb Steinbrunn, who mistakenly went to Berchtesgarden Inn instead of Hilton Garden Inn. This year as an innovation we had a real meal as well as appetizers and the cash bar. Numerous prizes were distributed for both the modelers and for the wives. For these prizes TCAH wishes to express our appreciation to Hub Hobby, National Hobby Center, Roll Models, and Axel Kornfuehrer's Germania Books, and individual members, Johan Allert, Steve Capiz, Ken Hornby, and Steve Hustad. The member awards were as follows:</p>	<p align="center">General Meeting Minutes February 16, 2002</p> <p>No general meeting minutes were received for the February meeting.</p> <hr/> <p align="center">Business Meeting Minutes February 2002</p> <p>No business meeting minutes were received this month.</p> <hr/> <p align="center">From the President</p> <p>No message from the president was received this month.</p> <hr/> <p align="center">On The Show Table</p> <p>No report was received of the models on display at the last meeting.</p>
<p align="center">TCAH Calendar & Events of Interest</p> <p><i>(All meetings take place at Fleming Field on the second Saturday of the month.)</i></p> <p>March—"Coming out of the Closet", Other hobby interest ***</p> <p>April - Club Contest (tentative) ***</p> <p>May—"Weekend Warriors". ANG and Reserve Aircraft ***</p> <p>June—"Floats". Float planes and amphibians***</p> <p>July—"Olive Garden Specials". Italian aircraft ***</p> <p>August - "P.O.Ws". Captured aircraft ***</p> <p>September—"Flying billboards" Commercial airliners xxx</p>	<p align="center">Newsletter Article of the Year: Dave Pluth</p> <p align="center">Historian of the Year: Terry Love</p> <p align="center">Modeler of the Year: John Bernier</p> <p align="center">Member of the Year: Ken Sallman</p>	<p align="center">TCAH April Club Contest John Higgins</p> <p>Just a reminder the annual club contest will be held at the April general meeting. The contest will have basically the same categories and format used the past couple of years. Full details will appear in the April newsletter.</p> <hr/> <p align="center">Join the TCAH Mailing List!!</p> <p>We've setup a e-mail list for members of TCAH to keep up to date on the current club events and news. You can join by going to the TCAH website www.aerohistorian.com/newsletter and entering your e-mail address.</p>

Contest Calendar

3-2-2002	IPMS/Ft. Crook American Legion Hall Millard, NE Contact: mcavel@tconl.com
3-23-2002	IPMS Great Plains KC CON 2002 Holiday Inn Express Overland Park, KS Ed Bjers Bjers@umkc.edu
4-13-2002	IPMS/Plastic Surgeons Contact: Greg Metge 817 Grand Avenue West Des Moines, IA 50265 GMGHA@aol.com
5-3-2002 thru 5-4-2002	IPMS R5CON Hosted by IPMS/Gateway May Community Center DePaul Hospital Bridgeton, MO. Mike George Ontrak33@aol.com
9-7-2002	Nordicon Thunderbird Hotel & Con- vention Center Bloomington, MN Contact: Steve Hustad

Rochester Show Highlights by Dave Pluth

There were about 180 or so models entered. Probably about 50% of that was in the car category. There were about 25-27 aircraft entered, and 30-35 armor models in both large and small scale, 10 figures, 5 ships and 5 dioramas. There were also about 25 entries in the junior category.

Judging was by the contestants. If you entered a model, you got a ballot and got to vote for each category. There were 8 awards (2 gold, 3 silver and 3 bronze) for the aircraft category. Frank Cuden walked away with a gold for his P-51 conversion Cavalier Turbo Mustang. Jim Kaltenhauser walked away with two silvers and a bronze. His 72nd P-35 and 1/144th Lily won Silvers and he got a bronze for his Finnish Buffalo. I ended up with a silver for a Zero.

All in all, it was a good show. We got to have lunch with Frank and Sid as well as spent a bunch of time hanging around the Roll Models table and chasing

away customers and scaring small children - or perhaps the reverse. If you have a chance next year, it's well

Airline Chatter by Terry M. Love

Northwest Airlines will park all remaining Boeing 727s by June, except for the sports charters which are contracted through 2003. There is a possibility of keeping a few others around for other charters.

Continental Airlines took delivery of their fifth Boeing 757-300, a stretched version of the 757. It holds 25 in first class and 186 in coach. Continental has 15 on order. Soon Continental will operate only three types of airliners in its fleet - Boeing 737s, 757s, and 777s. Continental has a total of 351 airliners in its fleet.

Boeing received orders and options for up to 100 Boeing 767 aerial refueling tankers from the U S Air Force. Cost will be around \$20 Billion.

Northwest Airlines revised the pilot payoff schedule after September 11. All layoffs will be done by the end of March with a total of 490 temporarily gone. Originally there were to be 850 pilots laid off through July.

Swiss will be the new name of the new airline of Switzerland. It will replace bankrupt Swissair.

United Airlines has planned to lay off 1200 pilots after last September 11, but now has backed-off of that figure to a lower number. However, they did lay off 253 pilots in February.

Most major airlines are eliminating in flight telephones - the ones that are in the seat backs. Reason - they are expensive to use, and the proliferation of cell phones.

British Airways plans to cut 16,000 jobs worldwide after failure of the joint plans with American Airlines.

British Airways lost \$203 million in the year 2001.

Continental Airlines lost \$266 million in the year 2001.

American Airlines lost \$1.4

Billion in the year 2001.

Delta Airlines lost \$1.04

Billion in the year 2001.

United Airlines lost \$1.97

Billion in the year 2001.

Northwest Airlines lost \$216 million in the fourth quarter of 2001, and for the year of 2001, NWA lost \$423 million.

Northwest Airlines will take delivery of 61 new jet airliners - 38 will be for NWA and 23 will be for Express One Airlines and Mesaba Airlines.

United States airlines total loss during the year 2001 was

Free Russian SIGnals By George Mellinger

Red star alert. Run, do not walk to the nearest exit. PANIC! The Squadron website has announced that they newly have the Maquette 1/72 scale Yak-7A, yak-7DI, and Yak-7U kits. These kits are not to be confused with the new Yak-7 kit by Dakoplast-Modelist. The Maquette kits are the same old kits which keep resurfacing under various names and boxes, and are at least a dozen years old. Which means they are Soviet kits - both in terms of origin and quality. True, they were an accomplishment for their day, but that was a time when production of the most marginal Russian consumer good was a miracle. Now they are no longer up to minimum standards even for Russia. All of Squadron's competitors can have the last laugh on this one. And you too, unless you buy one. A waste of good sandpaper - and a lot of it too.

Thanks to the banquet potlatch and Axel, I have not had my first look at the Hasegawa 1/72scale Su-30KI Flanker. Truth is, this is just the original Hasegawa Su-27 kit with new decals and an extra sheet of instructions for the attractive three-tone gray camouflage. That is not totally a bad thing, since the original Hasegawa kit was, well...Hasegawa. I do enter a dissenting vote against the white metal landing gear and ejector seat, and the photo-etched metal parts.

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J-News

By Dave Pluth

Sorry to have missed last month, but frankly there wasn't much new going on in the world of Japanese stuff. This month brings several re-issues of kits

as well as a couple of new books.

Let's start out with the books. Famous Aircraft of the World #96 deals with the G3M 'Nell'. It's pretty much the standard issue FAOW format. Several nice black and white photos, a few color plates and a bunch of line drawings. It retails for about \$8 US. The next book is from Kojinsha called Japanese Bomber Photo Album. This company has released two other books in this series. One is on the Zero, the other is on Japanese fighters. The books contain little "new" material, but do contain great collections of very clear (digitally cleaned up) photos that you may have

seen in other publications along with some fresh photos. All are very nice volumes and retail for around \$21 US.

For all of you who are US aircraft carrier fans, Delta is releasing a book

called US Aircraft Carriers of WW II. The book is filled with photos of the

various carriers and types of carriers. I currently have this book on order

and will provide a full review upon receipt. US price \$21. Another book

from Delta is Japanese Secret Weapons of WW II. This book is filled with air & ground secret weapons that the Japanese were developing at the end of the war. There is apparently a rather extensive section on the Baka bomb contained in this issue as well. US price \$17.

On the modeling front, Hasegawa is reissuing several of their 1/48th kits. The A6M3 Model 22 Zero is being reissued in markings for Rabaul. They are reissuing their Ki-61-1 in 56th Fighter Group markings (not

that one Mark!).

Also they have released their new Model 52 Zero in the markings of the 203rd FG as well as their A6M8 with Jaguar resin bits to do the conversion.

From the Tamiya side of the world, the 1/72nd George has now hit the shelves in the US. This is a down-scaled version of their 48th scale mid-wing kit which is a real gem and a joy to build. They have also reissued their 1/32 Mitsubishi A6M5 Zero Model 52 with "Real Sound Action". The kit includes fiber optics for the lights, a motor for the propeller and a base that produces a real Zero sound (recorded from the Zero at Chino from what I've been told) as you spin up the prop. All this for the low low price of \$250. Not a real bargain by any means.

That's it for this month!

TWO HOLERS

By Merrill Anderson

Although in the game "Red Baron" single seat fighters predominate (and fighter pilots of every era would agree) it was the two seaters which did the work in W.W.I aviation. The basic activity of the airplane from the start of the war was observation, reconnaissance in depth of enemy forces. The value of the airplane was demonstrated in 1914, when the French, warned of German maneuver, were able to stop the German sweep toward Paris at the first battle of the Marne. The work of observation and recon were usually done by two seat aircraft, (especially after 1915, when single seat planes became dedicated to air to air combat). Photography also required two persons; flying the vast majority of early aircraft was a full time job, and the pilot could not operate the plane and a camera at the same time (it was done, but the results were not very good). In fact, early pilots for all the nations were considered chauffeurs, (and not generally commissioned), the observers were in command of the aircraft, and out-ranked the pilot.

As the war progressed,

both sides developed specialized aircraft for different missions, but at first, many two seaters had to do whatever needed doing; the Sopwith 1 1/2 Strutter and the Roland C II, for instance, served as fighters and bombers, as well as a recon machines during their initial service. Although some two seaters would act as escorts for their brothers throughout the war, several two seaters, (designed, perhaps, with that mission in mind) became serious air to air fighters, the British Bristol Fighter (F2B) and the German Hannover CL series, as examples. A number of two seat crews, on both sides, made ace scores; a few crews made "ace" in a single (thoroughly hair-raising) mission!

Reconnaissance and artillery spotting were basic missions throughout the war, but as it progressed, specialized missions emerged. Bombing, as a logical an extension of artillery bombardment, was attempted as early as 1914. Bombing, and dedicated bomber aircraft, developed throughout the war. There were two basic bomber types, day and night bombers. Generally the day bombers were light, relatively fast two seaters (although by 1916 almost all two seaters had provision for carrying at least a light load of bombs). The typical types were the British DH-4 and DH-9, and the French Salmson 2A2 and Bruguet 14. The Germans did not use the light day bomber as a specific type, relying on Rumpler and LVG recon machines when small targets were available, usually preferring the AEG G IV twin engine for tactical bombing. The large multi engine bombers were by 1917 too vulnerable to interception, and generally moved to night missions; the later Allied heavy bombers were *designed* as night bombers. The allied day bombing effort continued despite fairly high losses, especially when the British used the under-powered DH-9. The Germans, unable to sustain high losses, went to night bombing almost exclusively.

The second specialized mission was infantry contact where

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Websites of the Month

By Terry Love

WWW.ENGINEHISTORY.ORG

This website shows most of the aircraft engines ever built and a little about each one. Very interesting.

WWW.CAPTUREDPLANES.OW.PL

This is a Polish website about captured aircraft of the world. It is not entirely about World War II, but it does have a lot in there about the "big one."

WWW.B25.NET

Anything you want to know about the B-25 is here, or they can find it out for you. Nice site.

WWW.QUICKNET.NL/QN/PRIVE/R.LEEUW

This is a fellows website in the Netherlands with lots of great photographs in it - mostly props - very little on jets.

WWW.IIAF.NET

This is the home site of the former Imperial Iranian Air Force. It has a photograph and history of every type of aircraft (that is declassified) the IIAF ever flew.

WWW.QUAD-A.ORG

This is the home site of the quad A- Army Aviation Association of America. It has the best movie review and details of "Blackhawk Down" that is out there. Highly recommended!!

WWW.PAGES.SPRINT.CA/DENES/START.HTM

Thanks to George Mellinger for this web site. It has just started up. It contains photographs of various eastern European aircraft during World War II. Covered are Germany, Rumania, Hungary, Bulgaria, Croatia, Slovakia, and the Soviet Union.

Quick and Dirty Guide to

TAIU Aircraft

By Dave Pluth

As talked about in an earlier article, the TAIU was reformed in February of 1945 at Clark Field in the Philippines. This unit rebuilt and flew more aircraft than any other TAIU/TAIC unit. They also took many of the most famous photos of these aircraft in their natural metal form. Here is a quick guide to the

aircraft. Where they came from, where they went and where they ended up after the war.

TAIU 7 – Kawanishi N1K1-J

'George'. This aircraft was part of the 341st Kokutai and was captured on Clark Field. The aircraft was damaged beyond repair on it's first landing when it's landing gear collapsed.

TAIU S9 - Kawanishi N1K1-J

'George'. No details available.

TAIU S10 – Ki-84 'Frank'. This aircraft was also captured at Clark Field and also crashed on a test flight.

TAIU S11 – Ki-44-II 'Tojo'. Captured at Clark Field and crashed in June of 1945 at Clark Field.

TAIU S12 – Mitsubishi J2M3 'Jack'. This aircraft was captured near Manila and taken to Clark Field. On it's second flight the engine seized up when an oil line failed. The plane was landed and it was decided the aircraft would be scrapped. According to one account, the plane was taken to a remote part of the field and charges where detonated in the cockpit destroying the aircraft.

TAIU S14 – Kawasaki Ki-45 KA1c 'Nick'. This aircraft was tested at Clark Field and was later sent back to the US for further evaluation.

TAIU S15 – Showa L2D3 (DC-3 copy) 'Tabby'. Captured on Mindanao in May 1945. It was test flown at Clark Field, but was not shipped back to the US.

TAIU S16 – Yokosuka D4Y3 'Judy' (this is the radial engine version of the 'Judy'). Test flown at Clark Field and was destroyed there after evaluation.

TAIU S17 – Nakajima Ki-84 'Frank'. Captured and tested at Clark Field then shipped to the US aboard the USS Long Island. It became property of the NASM in 1946. In 1952 the NASM decided to thin its herd a bit and this aircraft was declared 'surplus' and sold to the Ontario Air Museum in California. It was displayed there until 1963 when it was moved to Los Angeles for restoration to flying condition. The aircraft was returned to Ontario (which eventually became Planes of Fame in Chino) where it was displayed until it was sold to Kyoto-Arashiyama Museum in Japan.

TAIU S18 – Nakajima Ki-44-II 'Tojo'. It is not known whether this aircraft was ever flown as all the photos that exist of it are ground shots.

TAIU S19 – Nakajima B6N2 'Jill'. Aircraft was flown at Clark Field and

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For thousands of years, warriors, such as the Vikings, Zulus, Native Americans, samurai and many others, have followed a tradition of decorating their instruments of war. These instruments could include the warriors or their weapons. The Air Force has used nose art throughout much of its history, and for a variety of reasons. The "Let's roll!" nose art is being used to continue the remembrance of the events of Sept. 11, spur on the nation's current patriotic spirit and pay tribute to the heroes and victims in the war against terrorism. It is anticipated that the art will start to appear on Air Force aircraft around Jan. 15.

(Continued from page 3)

For many of us of only average building skill or less, I think they cause more problems that they're worth I know I'm in the minority on this one. While the Su-30, and several other members of the family are upgraded versions of the Su-27, with enhanced avionics and weapons, and a second seat for a weapons officer, the Su-30KI really is nothing more than an export version of the Su-27, the "I" indicating Indonesia, who was negotiating for a dozen of these aircraft, and the finish was selected to their taste, though it seems to have become popular for a number of other Su-30 variants. Unfortunately for modelers, none of these aircraft have yet appeared in Indonesian insignia, and whether they will is doubtful.

I also got a look at the Trumpeter 1/32 MiG-21MF. Some of the finest molding I can remember seeing. If it goes together half as well at appearance promises, this will delight every big-scaler. As is customary, there are complete engine details, and all the access panels are designed to be built open, revealing the internal works. Once again, I seem to be in the minority. While I can admire the craftsmanship of modelers who build a model "under maintenance",

this really does not appeal to me. An airplane's true character is best revealed in its fully assembled state, not with the tail off, and all the hatches gaping open. But the Trumpeter kit is a very enticing model. The kit includes a number of different markings choices, and Eagle Strike Decals has two sheets with other alternatives. Too bad the scale means a model large enough you can't build a whole line of them. Personally, I am eager to get my hands on some of Trumpeter's 1/144 Ilyushin Il-76 family, which features the vanilla troop transport, the Il-78 *Midas* Aerial refueling aircraft, and the A-50 *Mainstay* AWACS aircraft.

Other news and rumors. Supposedly, Modelist has released a 1/72 Tupolev Tu-4, the Soviet rip-off of the B-29. I know nothing about this kit and have only seen it announced on Russian hobby web sites. A-model has announced that they will be releasing a 1/72 scale Tupolev Tu-95 *Bear*. For those who have the space, it will go really nicely alongside the Trumpeter Tu-16 *Badger*. - and the Italeri Tu-22 *Blinder* and Tu-22M *Backfire*. Hey, we've all got acres of open space awaiting models. And ICM has announced the following kits for near-term release in 1/48 scale: Mustang III, P-51A, P-51B, P-51C, Spitfire XIV, P-40E, and Sukhoi S-37 Berkut.

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friendly aircraft would communicate, by various signals, with advanced ground units, who, due to ground action, were often cut off from contact with higher headquarters. The contact patrollers would often drop supplies and instructions to such units, as well as marking such units for friendly artillery, (like the man said, "Friendly fire *isn't*!"). Although such low and slow work was dangerous, it was vital.

The next mission was ground attack, or trench strafing. The allies generally used fighters (especially the Sopwith Camel) for this mission, but the Germans developed several specialized two

seaters, (especially the armored 'J' types), for this work, and several CL types were designed primarily as ground attackers, and assigned to special units, (the Halberstadt CL II & IV being the principal types).

The final type of mission was high altitude photo reconnaissance. The Germans used variants of two seaters to do this, in 1916 and 1917, using the Albatros CV, eventually using specially equipped aircraft to fly higher and generally faster at high altitudes, than enemy fighters could manage. Late versions of the Rumpler C IV could reach 25,000 feet, and could at that altitude not only out pace, but out maneuver Allied fighters sent to intercept them. (And remember, most Allied fighters did not have heat or Oxygen equipment, while the Rumplers did).

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is thought to be the aircraft that is now part of the NASM collection at Garber.

TAIU S22 – Kawasaki Ki-45 KAI. Aircraft was flown at Clark Field. This may also be the aircraft at the NASM Garber facility.

Un-numbered aircraft. The TAIU also flew a Ki-54c Hickory. This aircraft was nicknamed 'Lemon' and was eventually brought back and flown at Wright Field in 1946. The final aircraft flown was a G4M2 'Betty'. There are several famous shots of this aircraft including one where it has fallen off the support jacks while being rebuilt. It is possible that the airframe of this aircraft was shipped to the US and is the

We Need Your Help!

From the Editors

So do you like what you've seen so far in the newsletter? Want to be a little spoiled with twelve pages of articles every month? Well, we need your help for it to happen.

To put it simply, WRITE SOMETHING! We need your articles for the newsletter to keep going!

If you're interested in helping out, drop us a line at melli004@gte.net.



F-15E block 43/44 serial 87-0167



F-15E block 47/48 serial 89-0506



F-15E block 43/44 serial 87-0207



F-15E block 49/50 serial 90-0227

More 9-11 Nose Art by George Mellinger

we opened the newsletter with the new USAF "Official Nose Art" commemorating 9-11, and a re-print of the USAF memo. To me, official nose art, seems almost an oxymoron; it ignores the entire concept of spontaneity and individualization which is the essence of such marking. And somehow it just seems so *official*. Much more moving are the examples of nose art with which we close this issue. These examples are F-15Es of the 391 FS "Bold Tigers" of the 366 FW at Mountain Home AFB. All five are currently deployed on operations. While the photos reveal only the nose art, and mission totals, an interested modeler can figure out the rest. Tail codes of the 366 FW are MO, and the 391 FS has an orange and black tiger-stripe band at the fin tips.



F-15E block 46 serial 88-1705

Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field:

Fleming Field is located on the southern extremity of the city of South St. Paul, on the bluffs above the Mississippi River, south of I-494, west of Concord Street and East of Highway 52.

If you are 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 in front, with more parking available to the left near the line of hangers across the street.

Since the streets form intercity boundaries between South St. Paul and Inver Grove Heights, the street names change at the corners where you will be turning.

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 Steve Erickson at (763) 521-9948

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 editor.

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