

The Aero Historian



Volume 38 Number 12

Website: <http://www.aerohistorians.org>

December 2004



Night Before Christmas, Revised

by Anonymous

'Twas the night before Christmas,
and out on the ramp,
Not an airplane was stirring, not
even a Champ.
The aircraft were fastened to tie-
downs with care,
In hopes that come morning, they
all would be there.

The fuel trucks were nestled, all
snug in their spots,
With gusts from two-forty at 39
knots.
I slumped at the fuel desk, now fi-

nally caught up,
And settled down comfortably, rest-
ing my butt.

When the radio lit up with noise and
with chatter,
I turned up the scanner to see what
was the matter.
A voice clearly heard over static
and snow,
Called for clearance to land at the
airport below.

He barked his transmission so lively
and quick,
I'd have sworn that the call sign he
used was "St. Nick".
I ran to the panel to turn up the

lights,
The better to welcome this magical
flight.

He called his position, no room for
denial,
"St. Nicholas One, turnin' left onto
final."
And what to my wondering eyes
should appear,
But a Rutan-built sleigh, with eight
Rotax Reindeer!

With vectors to final, down the
glideslope he came,
As he passed all fixes, he called
them by name:

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TCAH This Month

The monthly meeting will be held Saturday December 11 at Fleming Field, South St. Paul, beginning at 1:30 PM. Socializing will begin about 12:30. So come early. December is the quintessential Russian Front season. This month we feature a campaign theme of the Russian Front. Aircraft and Armor of either side in the epic battle.

General Meeting Minutes

November 13, 2004
by John Dunphy

The meeting was called to order by ken Hornby at 1:00 PM.

For announcements there was a reminder that membership renewal is due.

Brian Parker, a friend of Johannes Allert was present as a guest. Gary Anderson attended the contest in Wausau and returned with several awards.

IPMS is doing an online survey concerning interest in club contests. Elections for club officers were held. All for officers were unopposed. Ken Hornby was reelected as President, Steve Macey as Vice President, and Tom Norrbohm as Treasurer, and Johannes Allert was elected as Secretary.

Rick Schmierer is taking over as Newsletter Distribution editor. Mark Temkin is restoring a FW-190A-8 and is looking for parts. Noel Allard has nominated Bob Steinbrunn for membership in the Minnesota Aviation Hall of Fame and is soliciting TCAH members to submit supporting letters.

Business Meeting

November 13, 2004

Due to the club auction, there was no business meeting.

Treasurer's Report

November 2004

by Tom Norrbohm

Again, I would like to thank those members who have paid by mail. Most of the renewals were paid in this way and it makes a big difference! Thanks guys! Our auction was a HUGE success! Some of us had side bets that we wouldn't top \$600. Well we came away with \$1489.00! This is our second highest total since the special seed money auction in 1995 when we made \$1603.00.



From the President

by Ken Hornby

It's hard to believe a year has passed since I started my first term as President. Unfortunately for all of you I ran again unopposed and was re-elected unanimously so you're stuck with me for another year. I want to congratulate the other officers elected last month, Steve Macey and Tom Norrbohm, who return as Vice President and Treasurer, respectively, and your new Secretary Johannes Allert. All of these guys are dedicated members and I know you can count on them to run your club as effectively and efficiently as possible. I hope I can prove worthy of the trust you've put in me to continue to lead TCAH into the coming year.

In the last year, despite several bumps in the road, we managed to accomplish quite a bit. We completed the issue of the club logo, updated the club's Constitution and By-Laws, had several very interesting speakers, produced a museum-class permanent display at our meeting place, managed to squeeze in a club photo, and rounded off the year with one of our most successful annual auctions ever.

In my very first column in last year's December issue, I laid out some of the things I hoped to accomplish during the coming year. I'd like to do that again here...

One of the "bumps in the road" I mentioned earlier involved having to replace one of our club officers who resigned early in his term due to personal reasons. Our current By-Laws have stipulations for removal/resignation of officers, but offer no procedure for their replacement. That's one thing I think we need to look at. Another item involving the By-Laws concerns what we would do in the event of the club's dissolution. Not that I ever expect it to happen, but it is something else I believe we need to make provision for. I'd also like to identify the "Webmaster" and Newsletter Editor as official posts within TCAH. Both

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of these positions have become critical to our organization, and I feel they should be recognized within our Constitution and By-Laws.

Something else we'll need to consider before too long is whether or not to hold our usual club members only contest this year. I bring this up because of an astonishing lack of interest and also our commitment to NordiCon in 2005. Several people have asked me if we will have two contests next year, seeing it as redundant. I'll be bringing it up for discussion at a future meeting and letting the club (that's you) decide.

Obviously, NordiCon will be our predominate issue this year, but other issues always manage to show up with the tenacity of those annoying pop-up adds on the web. And I don't have a portable spam filter. Anyway, there are more things coming this year; I have been given several leads on new speakers, and don't forget to build something for the P-40 contest in January.

Finally, if anyone has any questions, suggestions or concerns regarding club business, my phone number and email address seem to be everywhere. Feel free to contact me, and don't be afraid to get involved. Thanks to everyone who made last year so successful; I hope this next year proves to be even better.

Happy Holidays everyone!

On The Show Table

November 2004

Due to the club auction there was no Show Table This month.



TCAH Calendar

January - The first month, so bring "firsts" Mark Is, prototypes, and so forth. Also the Allert P-40 Challenge contest.

February - A month of cold, bad weather, so we honor the war in the Aleutians and North Pacific.

March - Forty years ago the Marines arrived at Danang, So we focus on the Viet Nam war.

April - April Fools. Bring models of failed aircraft and flawed concepts. Defiant, Me-210, and anything else that was a flying bad joke.

May - May 1940. We do not honor, but focus on the French Air Force.

June - The Korean War started this month, so bring Sabres, MiGs, and other models of the era.

July - A Hot month so bring jets of the Middle Eastern wars, Israeli, Syrian, whatever.

August - A vacation Month - So we recognize the airliners that take us there.

September - Of course! Battle of Britain.

October - School is under way, so this month we focus on trainers

November - Club auction & elections - No theme.

December - Another chilly month, so naturally, Aircraft of the Cold War.

Russian SIGnals

By George Mellinger



During the last month George has completed the manuscript for his latest book for Osprey. This third volume will be *Yakovlev Aces of World War II*, and will be published some time next year, probably during the summer.



Here you see the proposed cover art. It illustrates an air battle of August 24, 1943, when Ivan Stepanenko fought a desperate battle near Bryansk against superior numbers of FW-190s. A formation of DB-3F bombers had made a rare daytime sortie and, having missed their escort, proceeded unaccompanied. When the bombers were torn apart by the Focke-Wulfs, the Soviet fighters were scrambled to the rescue without even taking time for get into formation. Stepanenko has shot down one enemy, and had avoided two more assailants, and now seeks to escape home. Ivan Stepanenko flew from the summer of 1941, but did not manage to score till summer 1942. He ended the war as a Twice Hero of the Soviet Union with 33 individual and 8 shared victories to his credit.

Spraybooth Logic The Change of Seasons...

by Dave Pluth

Once again fall has come and the setting in of winter will soon start. This time has very mixed feelings for me, especially this year.

In most years this is the time where I hunker down for a long winter of modeling. The buying, the building and the researching really feel natural with the first snow, when, at least here in Minnesota it's just too darn cold to do much else.

This year is a bit different. As I have written about in the past, my wife and I raise and train hunting dogs and this year we have gotten a new pup. That has quite a nice upside to it, there is a lot of energy in the house, a puppy will tend to do that for you. It also leads to a lot of sleepless nights and a big bottle of odor-out lying around the house, but that is for another article.

We also have a 14 ½ year old dog in the house as well and his hunting seasons may now be behind him. He got a pheasant earlier in the year and still has a good time going out running, but frankly, he is breaking down and the winter this year will be very hard on him.

So this modeling season, while I'm excited to get into the plastic, I'm also a bit melancholy about the "other" prospects that we face for the winter.

Why am I writing about this? Does it have anything to do with modeling or am I just sharing a bit of the pain with all of you?

Well, I have to admit it's been something that I've been revisiting more and more lately and have finally put it in perspective, and that is, this article is about keeping modeling in the proper perspective.

(in my best Jeff Foxworthy voice...) You might be losing perspective on modeling if...

If you find yourself "sneaking" kits into the house like a Special Forces op so that your local Commanding General doesn't yell at you, you have probably lost perspective on the hobby.

If there will have to be at least another 15 generations of your family to actually have a shot at finish-

ing all the kits in your collection, you have probably lost perspective.

If it takes you more time to count all your kits, than to actually completely build one, you have lost perspective.

If you have "secret hiding places" that are so secret that you no longer remember where they are, you my have lost perspective.

If your reference books are in 10+ foreign languages and you barely speak English, you may have lost perspective.

If in the last six months, you have said "I didn't know that I had that..." more than 5 times, you have probably lost perspective.

If your modeling budget is higher than your family food budget or you spend your modeling dollars before grocery shopping so that your check doesn't bounce at the hobby store, you have probably lost perspective.

If your wife will have to liquidate your collection of books, kits and PE sets in order to be able to pay for your burial in case of some bizarre Xacto accident, you have probably lost perspective.

If you can identify a kit part laying on the ground, but you can't remember the name of your second child, you probably have lost perspective.

I think you see my point here.

Modeling is a great hobby. It will keep you out of the bars or it may drive you to drink, depending on how good you are at it. It will give you hours and hours of enjoyment as well as hours and hours of pure unadulterated rage. It will give you the thrill of the hunt for that kit that you want to do and the disappointment of opening the box after a five year search.

The bottom line to all this is that while held in its proper perspective, modeling can be a wonderful pastime. When you let it get out of control, it can be a terrible addiction that can consume you and cause you to miss out on things that are way more important than the correct color of a Zero cockpit.

As for me, I spent my summer down at the farm with my 14 ½ year old dog (as well as my other three dogs) chasing birds and enjoying

the sunsets. After all, his days may be waning and I sure didn't want to miss out on anything.

So for this month, shut up and build, but make sure that you don't do it at the expense of everything else in your life. Your models will still be there when you have the time.

Love Bites

By Terry Love

AVIATION-ISMS

1 - I remember when sex was safe and flying was dangerous.

2 - Blue Navy Truism - There are more planes in the ocean than there are submarines in the sky.

3- Three most common expressions in aviation are: "Why is that doing that?", "Where are we?" "Oh shit!"

4 - When a flight is proceeding incredibly well, something was forgotten.

5 - Flashlights are tubular metal containers kept in a flight bag to store dead batteries.

6 - Without ammunition the USAF would be just another flying club.

7 - You know the gear is up and locked when it takes full power to taxi to the terminal.

Help Wanted - II

From the Editor

So, have you enjoyed the last two newsletters? How can you help

We're seeking a couple of folks to help out on a regular basis. We're looking for:

New Member Editor. Get a list of the new people that have joined the club and do a brief write-up/introduction of each of them for the month. This is generally 1-2 people per month.

Member Intros. Would you like to get to know the guys in the club a bit better? What better a way than to write some brief bios about them.

Modeling Tips Editors. Do you have a bunch of modeling tips you'd like to share? Do you know other modelers that you could hit up for their tips?

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

Airline Chatter

by Terry Love

ATA declared bankruptcy on October 26. It is the 10th largest airline in the United States.

Aero Mexico and Mexicana Airlines will merge to form one national airline of Mexico.

U S Air lost \$232 million in the third quarter of 2004.

United Airlines lost \$274 million in the third quarter of 2004.

Jet Blue earned \$8.4 million in the third quarter of 2004.

Pinnacle Airlines earned \$12.6 million in the third quarter of 2004. Pinnacle is the airlink partner of Northwest Airlines based in Memphis.

Mesaba Airlines earned \$4.6 million in the third quarter of 2004. Mesaba is the airlink partner of Northwest Airlines based in Minneapolis.

Singapore Airlines is selling 4 Boeing 747-400s in anticipation of receiving the new Airbus A-380 super jumbo jet.

Boeing is anticipating an order for 80 new Boeing 7E7 Dreamliners from China.

American Airlines will furlough 45 pilots and 650 mechanics.

Air Berlin, Germany's second largest airline behind Lufthansa, has ordered 70 Airbus A-320s worth \$5.1 Billion, with options for 40 more.

Hainan Airlines of China has ordered 3 Boeing 737-800s worth about \$200 million.

Delta Airlines will payoff 2000 mechanics, 3100 customer service employees, and 1800 administrative personnel as part of a plan to recover.

ATA airlines of Indianapolis, will get \$15.5 million from the state of Indiana by selling some assets to the state, and then leasing them back to ATA. ATA is bankrupt.

Northwest Airlines will recall 200 pilots in the first half of 2005.

Southern Airlines could add as many as 60 new Boeing 737s in 2005.

American Airlines has cancelled all new aircraft orders on the books through 2008 with more to follow.

Southern Airlines earned \$119 million in the third quarter of 2004.

KLM was 85 years old on October

7. KLM began flying on October 7, 1919 from Amsterdam to London. Delta Airlines will cut from 6000 to 7000 jobs during the next 18 months and a 10% pay cut on all employees.

Lufthansa earned \$280 million in the third quarter of 2004.

Air India ordered 43 Airbus A-320 series for \$2 Billion.

Northwest Airlines took delivery of their tenth Airbus A-330 on November 16. So far in 2004, Northwest Airlines received 7 Airbus A-330-200s and 3 Airbus A-330-300s.

Boeing is going to build and market a cargo version of the Boeing 777. Northwest Airlines is actually considering the Boeing 7E7 Dreamliner for their fleet.

Emirates Airlines earned \$236 million in the fiscal year of 2004.

(Continued from page 1)

"Now Ringo! Now Tolga! Now Trini and Bacun!

On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:

"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh,
And stopped on the ramp with a "Ho, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.

His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.
His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.

His cheeks were all rosy and jiggled like jelly,

His boots were as black as a crop-duster's belly.

He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low-lead."

He came dashing in from the snow-covered pump,
I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed thru the night,
"Merry Christmas to all, I have traffic in sight."

News from Schiffer

By Axel Kornfuhrer

A new Schiffer title just arrived -- *Britain's Fleet Air Arm in World War II*, by Ron Mackay. Hardcover, size 8 3/4x11 1/4, 311 pages, narrative history with over 300 high quality b/w photos, ISBN -2131-5, US retail price \$59.95. Remember a 25% discount for TCAH members from Axel - as always.

Soviet Pilots in Egypt

by Mikhail Zhirokhov
translated by George Mellinger

The history of participation of Soviet military servicemen in local wars abounds with blank pages. Specially interesting is the role of the USSR in the numerous Middle Eastern conflicts. It still remains an open question whether Soviet pilots took a direct part in the Suez war of 1956. I want to turn our gaze to the question.

Soviet politics in the Near East during the 1940s-50s is rich with unexpected reversals. In 1948 when the question of the creation of an independent Israel arose, the position of the USSR in the UN assured passage of the resolution without difficulty. During the beginning of the almost immediate Arab-Israeli war, Stalin gave his approval for sending to Palestine people experienced in the Great Patriotic War. In the Israeli army at this time there were "Soviet" tank battalions, and the air force included several pilots and a number of technicians who had served earlier in the VVS. This is explained by the expectations of the Soviet leadership that the Jews, in gratitude, would begin to build socialism.

However the Israelis, having obtained victory in the war behaved entirely differently than Iosif Visarionovich expected; instead of aligning with the USSR, they began to seek friendship with America.. And the thrust of Soviet politics was sharply reoriented toward the Arab countries, most of all Egypt and Syria. Already, by the end of 1955, through the medium of Czechoslovakia, Egypt had been sent a large quantity of weapons and military equipment, notable among which were to be 200 new jet fighters and bombers.

From the beginning of the reequipping of the Egyptian Air Force it was evident that teaching the new and complicated technology in a short period of time to a large number of inexperienced pilots was simply impossible. But the regional situation was sharpening, and the decision was taken at higher levels

about the dispatch a large number of Soviet and Czech instructor pilots. Therefore Soviet servicemen (in accordance with Directive of the Council of Ministers of the USSR No1763-954 of 29 September 1955) were sent not directly but through Czechoslovakia. Therefore, many Egyptians then serving in the air force were completely certain that all the foreign instructors were exclusively Czechs.

In view of the importance of the assigned task of fulfilling "government assignments" only the best pilots were dispatched, many of whom had experience in Korea, were instructors in flight academies, or factory test pilots. Thus most of the modern aircraft in the Egyptian Air Force in 1955-56 were flown either by Czech or Soviet pilots. So naturally, willing or not, they ended up participating at the start of the second Arab-Israeli war on 29 October 1956.

In discussing the Soviet pilots, one cannot avoid considering the state of the Egyptian Air Force at the beginning of the war. In all there were 160 aircraft in service, of which only 69 were combat-ready and might realistically stand up against the main enemy, the Israeli Air Force (Heyl Ha'Avir). There were a total of 30 MiG-15bis concentrated in two squadrons. In fact only a few Arab pilots had mastered this fighter. The more modern MiG-17F had an even more curious situation. By October 1956 only a single Egyptian, Wing Commander

(or Major according to the Soviet table of ranks imported in 1955) Shalabi al-Hinnawi had managed to master it. Basically the same situation prevailed with the crews of the Il-28.

However, from the start of the war the MiGs played an active role in combat raging over the Sinai. Thus on October 30, a MiG-15 intercepted and damaged an English reconnaissance Canberra. On this same day Arab pilots conducted a series of effective strikes on attacking units of the Israeli 202 Parachute Brigade. According to the recollections of the Egyptians, the Soviet instructors did not themselves take part in these attacks but lent a hand in the planning and technical preparations.

The Israeli attack unfolded very quickly and already by the following day the Soviet pilots entered battle (perhaps on their own initiative, without waiting for orders from Moscow). At first it was only ground attack strikes. The situation changed on November 1 when due to the urgent situation, a group of "pilot aces" mounted on the MiG-17F were thrown in. As is known, on this very day the war changed as the French and British began Operation Musketeer to "provide security to" (more precisely to occupy) the Suez Canal zone. By 2 November the Soviet pilots had conducted several air battles, in truth, without result.

the following day our instructors managed to confirm at least one air victory. According to various

(Continued on page 7)



Westland Wyvern, similar to the aircraft shot down over the Mediterranean on November 3, 1956 by the Russian pilot Sintsov.

(Egyptian). Continued from page 6) sources (true, not confirmed in any official documents), events unfolded in the following manner. About noon, Sergei Anatol'evich Sintsov (who had fought previously in Korea and had scored three victories), together with another Soviet instructor, unfortunately still unidentified, conducted a patrol over the Mediterranean sea north of the Suez Canal. Soon he spotted a lone turboprop aircraft identified as a British Westland Wyvern, carrier attack aircraft. In a sudden attack Sintsov shot down the English aircraft with a cannon burst. However the gun camera malfunctioned, and the Soviet pilot's claim was not confirmed.

The pilot of the Wyvern Lt. Dennis McCartney ejected over the sea. Soon he was plucked from the sea, alive and whole, by a helicopter and deposited on his aircraft carrier. The English admitted the loss of the aircraft but in their official judgement it was shot down by anti-aircraft fire. Perhaps Sintsov finished off an airplane already damaged by Egyptian anti-aircraft fire, and returning from its mission separate from its formation. Or perhaps the Englishman simply did not notice the MiG and decided that his aircraft had been hit by an enemy AA shell. Recent investigations have been unable to shed light on this situation as the participants are already deceased.

Our instructors were also noted with the Il-28. By the beginning of the war in Egypt there were several well prepared Soviet crews for these machines. Among their number was the factory crew of the Irkutsk Aviation Factory headed by Innokentii Vasil'evich Kuznetsov (27 Victories in the Great Patriotic War).

It was confirmed by air Commodore (Brigade General) Kamal Zaki, who in the fall of 1956, command the only Egyptian jet bomber squadron, that his subordinates did not fly bomber missions, and were limited to only a few reconnaissance sorties along the coast at the very beginning of the conflict. meanwhile, according to Israeli information, on the night of 1 Novem-

ber Egyptian Ilyushins dropped their bombloads on Israeli territory, near Ramat Rachel Kibbutz. A Meteor NF.13 night fighter took off to intercept it, though unsuccessfully. It is possible to conjecture that the Irkutsk factory crew, without actually joining an Egyptian unit, but being engaged in flight testing aircraft after assembly, may have flown this sortie on their own risk and initiative. Despite the Egyptians' fierce resistance, the air strikes of the allies intensified and President Nasser took the long evident decision to disperse his air forces with the goal of preserving the maximum number of modern equipment. Consequently, Arab and Soviet pilots began to ferry aircraft to the most southern airfields of the country and to neighboring friendly countries, particularly Syria and Saudi Arabia.

Some soviet sources relate an interesting episode which, however, is not supported in accounts of the other side. It is claimed that during a ferry flight one of the Ilyushins with a Soviet crew was attacked by ten enemy fighters, of the British Hawker Hunter type. Our pilots managed to escape from pursuit and return fire from the rear gunner damaged two English aircraft.

The only British squadrons flying the Hunter in the eastern Mediterra-

nean were 1 and 34 Squadrons, based at Cyprus and in Jordan. According to the British records, pilots of these units completed only a few sorties over the Nile Delta during Operation Musketeer, and participated in no air combats.

The most reasonable explanation in my opinion might be that the Il-28 was attacked by crews of Israeli Meteors, which took it for a British Canberra. The Jewish pilots reported an incident with the Canberra, which supposedly violated the air space of Israel on the night of 1-2 November. And errors in recording the number and type of hostile aircraft are a routine matter in every war.

After the Anglo-French landing at Suez and their capture of the Canal, it became clear that the Egyptians were going to continue the war. However, intervention of the Soviet Union threatening the West with armed opposition and the cool reception of the United States to the military adventurism of their European partners saved Nasser's regime from collapse. After several months under UN sanctions, the English and French were forced to withdraw their forces from the Canal Zone. Military defeat for the Egyptian president turned to political victory, but that is a totally different story.



A Yak-7A "Novosibirskii Pioneer", contributed by collections from the Young Pioneers Communist youth organization. Probably the 12 Guards Regiment. The photo is from the forthcoming Osprey Book Yak Aces of World War II.

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.




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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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