



A Long Secret Victory

Painting by Keith Woodcock, G.Av.A., ASAA

Photo Courtesy of Keith Woodcock

Finally, Public Honors for a Long-Secret Victory

By Steve Vogel

Submitted by George Mellinger

A new painting by aviation artist Keith Woodcock, "An Air Combat First," depicts a confrontation in 1968 in which two North Vietnamese aircraft crashed. Courtesy Of Keith Woodcock Photo

On Jan. 12, 1968, as helicopter pilot Ted Moore watched in amazement, a formation of North Vietnamese air force AN-2 Colt biplanes attacked a secret U.S. Air Force radar base on a mountaintop in Laos.

Two Russian-built biplanes dropped

mortars, fired rockets and strafed the field with machine-gun fire, seeking to destroy a critical outpost in the U.S. air war against North Vietnam. To Moore, who was in the air flying an Air America Bell helicopter -- a civilian version of the UH-1 Huey -- the scene was reminiscent of a different time and place.

"It really did look like World War I," Moore, 68, recently recalled. "It was a Red Baron type of attack." The remarkable aerial fight that ensued has been memorialized in a new painting by artist Keith Woodcock. Next week, Moore and other veterans of Air America will attend the work's unveiling in the new Intelli-

gence Art Gallery at CIA headquarters in Langley.

Moore was an Army helicopter pilot who had been recruited to fly for Air America, a CIA-owned and -operated proprietary that supported intelligence agents and military personnel in Asia for more than 30 years during the Cold War.

Site 85, a secret radar station 15 miles from the North Vietnamese border atop one of the highest mountains in Laos, gave American bombers the ability to attack in all weather, a critical capability during the Rolling Thunder bombing campaign. Moore and flight mechanic

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TCAH This Month

The monthly meeting will be held Saturday October 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:30, so come early.

Picture your model here! Send me a photo of your model, and it'll be used to fill these little white spaces at the ends of the columns.

GENERAL MEETING MINUTES – September 2007

The meeting was called to order by President Johannes Allert at 12:30 PM on Saturday September 8th 2007. Forty seven club members were present.

Guests/New Members-no guests or new members were present.

Vendor Report-the only report here was that George Mellinger highly praised the new A Model La-7.

IPMS Nationals-Rick Verner spent about six hours at the convention; it seemed well run though not to the level of Atlanta and Kansas City. Eduard premiered test shots of the F6F Hellcat (very good); and its Bf-110.

The level of modeling was phenomenal. Other reports that some models were damaged by judges; the vendor pre-registration was lost--overall a mixed bag. Columbus, OH will host the 2009 Nationals.

President Johannes Allert-with much flourish, bestowed on Frank Cuden the **TCAH Caveman Award**, honoring Frank's ability to make tools from rocks, bits of bone, and sticks. Way to go Frank!

Show and Tell Table-was conducted this month by Rick Verner. See complete list elsewhere in this newsletter.

Guest Speaker-Dave Pluth gave an excellent seminar on IJN/IJA colors. Dave also handed out a list of references, including j-aircraft.com.

Nominations-for the 2007-2008 year were taken at the meeting. Nominated for President: Merrill Anderson, Bob Maderich. For Vice President: Larry Donovan, Dave Nelson. For Treasurer: Steve Jantscher.

For Secretary: Bernie Kugel. Nominations will be open again at the next meeting.

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From the President

by Johannes Allert

"It's been a slice!" ~ Mario Zullo (one of my former co-workers)

I want to preface this by saying that I know I have another month in office, but I'll be focusing on another (and what I consider more important) subject for the November Newsletter and prefer to say my parting remarks this month.

My former co-worker & friend Mario Zullo was a blast to work with at my old job. We both were promoted to "Leads" (Foreman) in October of 2001. Together, we made a great team, and there wasn't a day that went by without a ton of laughs. We worked hard, but had a fun time doing it which made the days fly by and the job rewarding. I mean, if you gotta be stuck at someplace for 8+ hours of the day, you'd better enjoy it! Mario left the company in 2003, and I left in 2006. We catch up with one another every now and then. The conversations always start & end with a laugh.

I can say that much has been the same serving as Club President. Yes, I do admit-there were times I felt like running off into the night screaming, but all in all, it's been a lot of fun. I owe that to you the membership, but also to the Club Officers as well as the Newsletter Editor, and Club Contest personnel. Most importantly, I owe a lot to our Club Vice President - Mr. Frank Cuden. To me, he's been one of the best Vice President's this Club has ever had.

Frank and I took office somewhat reluctantly, but we made it clear to each other at the start, that if we were going to do this every month we were:

A.) Going to have a helluva good time doing it.

B.) Do it as a team and involve the membership in it as well.

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As a result, we've received a lot of positive feedback from the membership. Some expressed a desire for us to run again, but we've respectfully declined. We did not want to be like one of those T.V. Shows that end up running one season too long - making the public wish we were all dead at the end of the program!

Frank and I want to say to you the membership as well as any future Club Officers – HAVE FUN & WORK TOGETHER AS A TEAM! No one individual has to do this stuff alone. We've learned to count on the membership, knowing that they're always willing to lend a hand. As former Club President Mark Copeland used to say—"Many hands make the work easy."

Speaking of work, here's the "tough love" part of the column. Frank & I are all for 'diversity'—we've seen to it this year that the meetings are welcoming to members of other clubs, and that show & tell be inclusive of all subjects whether or not they're 'aviation related'. Don't believe us? Just go back through the lists of show & tell subjects which are posted in the Newsletters for everyone to see. What chaps our hides is some members from other clubs expect us to totally change in order to accommodate them as well as hand over cash from our till to help make their dreams come true. To top it off, we hear... "You aviation guys don't allow much for other subjects at your meetings or your contests."

Three words – Bite my ass.

Talk about projection! The people that spill that bilge about TCAH are far less tolerant of "other subjects" at their meetings and some of their contests outright bar ANY aviation subject. The "We're all for diversity, as long as it's our diversity" group is truly a wonderment. As for the cash our club has got. Do it the same way we did. Work for it!

We ain't your Dutch uncle! We're all for working together, but PLEASE do not expect us to give aid and assistance, and then turn around and insult the club & its membership.

TCAH has been around for over 40 years now (I wonder if the founding members ever thought it would still be around?) and the club continues to cruise along. It's uncertain at this point where its direction may go, or what the size of the club will be. That fate will be determined by the membership...this means **you!** As for the new Club Officers who are coming in to the leadership positions – keep in mind that they are working hard to keep the club going. That kind of effort and commitment deserves our respect & support.

Again thank you all. And THANK YOU Frank! It's truly been a slice!



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Membership Renewals-Motion was made and seconded that regular membership dues for 2008 shall be ten dollars. Motion was discussed and passed. Per the Club's constitution and By-Laws; senior members are assessed at 1/2 the regular membership dues; thus they will only pay five dollars.

Paint and Build-In-October 26th, Friday, will be the date of our next Paint In. Bring a kit, or two, or three to work on.

Nordic Con '07 Awards are set to go, only exception is the sponsorship for OOTB Award.

Vendors we have 13 paid tables with 2-3 left to go.

Raffle the special prizes (for the \$5 ticket) have been procured, still could use more donations for the table.

Judging will be done in the office room with the "for rent sign" as Fleming Terminal will let us use it

with no charge. For the **Models of the Movies** theme award, a sticker dot will be on the registration form. Gary Anderson will record prize winners for the club's data bank.

Photos Steve Jantscher will have a photo booth set up; also Fine Scale Modeler might attend.

Tables will be delivered at 4 PM on Friday, need help to set up.

Hours will be Vendor set-up at 7 AM; registration will be 9 AM to 12 PM; award announcements should be earlier than last year.

Misc-MSM next meeting will be Tuesday September 11th at the Mississippi Street branch, Anoka County Library. **Frank Cuden** noted the changes on the web site and thanked Sean for his hard work. **Army Guard Chinooks** are back home and are now stationed at Holman Field in St. Paul

Meeting was adjourned at 3:45 PM. Next meeting will be October 13th.



Airline Chatter by Terry Love

Boeing will plan a production rate of its new Boeing 787 Dreamliner at 10 per month. To date, there are 684 on order.

Boeing and Airbus are designers and manufacturers of large commercial jet airliners. Who designs and manufactures the smaller commercial jet airliners? Well, there is Bombardier in Canada, who produces the great CRJ series; there is Embraer in Brazil who produces the EMB series of regional jets; and there is Sukhoi in Russia - Russia? Yes, Sukhoi has quietly designed a small 100 passenger regional jet airliner, and is now marketing it. The first customer is ItAli, a small Italian airline. They ordered 10 with options for 10 more for \$283 million. Ah, Capitalism! ! ! ! !

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Boeing announced its first large order of airliners since the Paris Air Show in late June. China Southern Airways ordered 55 new Boeing 737-800s. Deliveries will not be until 2012. Order is worth \$3.8 Billion. China Southern already has 129 Boeing 737s and 14 additional Boeing 737s yet to be delivered from previous orders.

Boeing also announced that Russia will be a sub-contractor for titanium parts for the 787 Dreamliner. Russia has over 90% of the world's titanium ore.

Boeing predicts that there is a \$70 Billion market for large airliners in Russia and the CIS. That is over 1,000 airliners. Most will be in the Boeing 737/ Airbus A-320 size. Russia is a high tech country, but they are emphasizing military aircraft development and production at this time. They are on a par with America in that area.

China is producing the Airbus A-320 in a couple of years on a new assembly line, to gain technology to further develop their 100 - seat airliner. Russia wants to join in for this market. So, Russia wants to be the number three spot behind Boeing and Airbus - not China. So, Russia wants to build a successor to the A-320 with Airbus. Part of this is Russia doing the conversions of Airbus A-320s into freighters, and Russia possibly opening up a production line to build the new Airbus A-350.

Russia is trying to be a world player in aviation again. Aeroflot, the Russian airline, contracted with Boeing to convert 2 more MD-11s into freighters. Aeroflot Cargo already has 4 Douglas DC-10 freighters, and 3 MD-11 freighters on order. So far, Boeing has converted over 100 MD-11s into freighters - mostly for FedEx.

Norwegian Air ordered 42 Boeing 737-800s for \$3.1 Billion. They also took options on 32 more.

Delta Airlines plans to add winglets to 30 of their Boeing 767-300ERs. These winglets will add almost 400 miles to the range of the Boeing 767-300ERs, and payload improvement of up to 90 passengers on routes of 6300 miles or more. Takeoff performance is also increased. Today, over 1900 Boeing aircraft have been equipped with blended winglets, and are in-service with over 100 airliners in 40 countries. By 2010, over 4500 aircraft will have been upgraded. It is estimated that over 2 Billion gallons of jet fuel has been saved with winglets.

Northwest Airlines retired its last passenger Boeing 747-200 on September 12. NWA had 22 Boeing 747-200s in 1997.

Northwest Airlines paid a staggering \$118.8 million in fees and another \$5.4 million to 24 different law firms, during their bankruptcy court proceedings.

Arik Air of Nigeria ordered 10 Boeing 737-800s, four Boeing 787 Dreamliners, and one Boeing 777-300ER for a total of \$1.8 Billion. Arik Air used to be known as Air Nigeria.

U S Airways will hire over 350 pilots in the next 12 months, mainly to replace pilots who are retiring. U S Airways will move about 150 pilots from U S Airways express carriers to U S Airways. U S Airways has no pilots on furlough.

CSA, the airlines of the Czech Republic, ordered another 8 Airbus A-319s.

Northwest Airlines will hire up to 5,000 workers this year. Employee attrition and expansion of overseas routes are factors.

Delta Airlines's fulltime employees increased 8% last year to a total of 48,900.

U S Airways increased its pay-

roll 6.4% last year to 20,400 employees.

Continental Airlines saw an increase of 4.3%, to 38,800 full time employees.

TAM, Brazil's largest airline, ordered 4 more Boeing 777-300ERs. Why is this so important? Well, it marks a few milestones. First, it is the 100th order for a Boeing 777 this year - 2007. Secondly, with this order, the total sales for the Boeing 777 models goes over 1,000 to 1,003.

Boeing built its huge assembly facilities in Everett, Washington in the 1960s to build the 747 model. The building has 472 million cubic feet of space. Its footprint covers 98.3 acres. On August 28, the facility completed its 3,000th airliner assembled from that plant. It was a 777-300ER. The facility builds 747s, 767s, and 777s.

Korean Airlines has a fleet of 123 aircraft, which includes 13 777-200ERs, four 777-300ERs, 24 747-400s and 21 747-400 freighters. These are all Boeing aircraft. The rest of their fleet are Airbuses.



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Glenn Woods were delivering ammunition in the area when they spotted the drab-green biplanes attacking the base. Moore radioed a warning to agents on the ground, but the attack killed several Hmong guerrillas defending the base.

Moore's helicopter was supposed to be unarmed, but Woods had an AK-47. "When Glenn told me he had an AK-47 with him, I decided we'd make chase," Moore recalled.

The Colts -- versatile, Russian-built biplanes first flown in 1947 -- were faster than the helicopter, Moore said, but he gained on the planes when they flew low and then tried to

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climb in the mountainous terrain.

"I closed on them and made a dive," Moore recalled. "I knew I had one chance to get them, and if I missed, I was a goner."

Woods fired the AK-47 from the door of the Huey. One of the planes immediately crashed and burned, while a second plane, also hit, flew on for several miles, then crashed into a ridge.

Moore and Woods thus had shot down fixed-wing aircraft from a helicopter -- "a singular aerial victory in the entire history of the Vietnam war," according to historian Timothy N. Castle, author of "One Day Too Long: Top Secret Site 85 and the Bombing of North Vietnam."

Moore was hauled before superiors and interrogated, but after initial consternation his actions were commended. "I was a little out of line in what I did," he recalled. When Woods made it home in Thailand, his wife, Sawang Reed, knew something had happened. "He was happy about something, but he'd say, 'Honey, I can't talk about it,' " she recalled.

Two months after the aerial battle, Site 85 was destroyed and 12 Air Force personnel killed by North Vietnamese commandos.

Woods died the following year in a helicopter crash, leaving behind his wife and infant daughter. Reed, who remarried and now lives in California, has recently reunited with members of the Woods family and will attend the July 27 unveiling with her daughter.

"The painting depicts a singular aerial victory in the Vietnam War and will soon be on display as a lasting and inspiring reminder of the heroism and courage of the employees of Air America," said George Little, a CIA spokesman.

Some 86 Air America personnel

were killed in action, beginning with flights over China, Korea and Dien Bien Phu, Vietnam, and continuing through the Vietnam War, according to William Merrigan, 72, who served as legal counsel for Air America from 1962 to 1975.

"A lot of them were killed down there, and they deserve recognition," said Merrigan. Former employees are seeking civil service benefits, but courts have ruled they were not federal employees. Efforts to get Congress to change their status have failed.

Moore said the unveiling of the painting will be a step toward acknowledging the contributions of Air America veterans: "There's some recognition that we did exist, a recognition that these guys were in combat".



Spraybooth Logic Can't We All Just Get Along? *by Dave Pluth*

Back in 1989 we purchased our first dog. Now back then, at least to us, a dog was just a dog. This was going to be a pet, a buddy and a furry critter to hang out with in the yard and take for walks.

Well if any of you have read my other columns you know that things didn't quite work out like that. Our dogs (currently four) have become a major part of our lives. We show them, we hunt them and we run them in competitions. In reality we have built a pretty cool life around them.

In 1989 I was working for a printing company and happened to mention to our Human Resources Director that we had just purchased a pup. She was unusually excited and went on to explain that she "showed" dogs as a hobby and that we could come a long with her to a dog show that would be taking place in a couple of weeks. We could just help out and hold dogs for her and see if we liked it.

Jackie had little fluffy dogs (Shih Tzu's actually) and personally I wasn't really sure about all the "show" stuff, but we decided to try it all the same. After a couple of shows we decided that we were interested and went off to meet some people of our own kind (Brittany folks). After kicking the tires for a few months and meeting a lot of people we purchased a "show dog". "Charles" would become a very good show dog, a good hunting dog and our little buddy for the next 15 years.

Anyway as the story goes, many of those people that we met when we were "kicking tires" have since become good friends and mentors to us in the show and field world of dogs. One simple invitation by my friend Jackie changed our lives in ways too numerous to mention.

Let's fast forward now to 1995. The Twin Cities Aero Historians were hosting a Regional Convention here in Twin Cities. I had just gotten back into modeling and heard about the convention from a club member that was also on the Compuserve Plastic Modeling forum that I had been running. I decided to stop up and see what this was all about as I still thought that modeling was kind of a solo sport.

I spent a couple of hours wandering through the vendor room (beginning my shelf of doom!) and another couple of hours looking through the contest room. I was stunned by the level of work that was displayed and I was totally inspired by what I saw.

As I was leaving one of the guys at the registration desk stopped me and gave me some information about the club. He told me where they met and what kinds of things they did at the meetings. All in all he probably spent twenty minutes or so talking to me about the club.

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The following month I showed up at a meeting and ran across the fellow again as well as the guy that I'd been talking to on Compuserve. They introduced me around to several members and I just remember not feeling so alone in the pursuit of my hobby. Little did I really know the impact this would have on my life. Once again many of my close friends have come as a result of the one guy that just took the time to invite me to a meeting.

I guess what I'm saying here is that you never really know what impact you have on someone by sharing your love for your hobby, whatever that hobby might be. You also will never know the impact that you may have by just being friendly and saying "hi" to that stranger at your next club meeting. Many of the people that show up are people just like me, who are looking to find like minded people to share their hobby with.

I know that I sometimes have a real problem doing this. I spend all week at work listening to complaints and fixing people's problems and frankly by meeting Saturday I really don't feel much like talking to anyone! Sometimes I have to remind myself why I'm going to the meetings in the first place and just have to break out of that shell once I get there. Once I do this I'm amazed as how things totally change and the love of airplanes and modeling really takes over. I almost always end up leaving the meetings in a far better mood than when I arrived.

Try it sometime, it's really pretty cool! You never know what effect you will have on someone!

For this month I'd just ask that you share your hobby with someone (please don't cuff them to a chair or table to do it however!). Now shut up and build!



THE DAYTON -WRIGHT RB-1

by Rick Koehnen

(Editor's Note: Rick has given TCAH permission to reprint the histories he compiled for the Twelve-Squared line of kits released in the 1980s and 90s. This is the first in a series.)

Aviation history is filled with promising "if only" or "what ifs." The Dayton-Wright RB-1 racer was more than one of these. It was a radical departure from the norm and pioneered retracting gear and the then-radical concept of wing design which is commonplace today on nearly every aircraft in existence.

The James Gordon Bennett Aviation Cup was started in 1909 and was to be awarded to which ever country won it three times. It was a speed race of three laps against the clock. Aircraft passed over a line outbound and inbound and could refuel and repair if needed between laps. Not flown during the war years 1914-1919, it was expected to be a contest between France (with two wins), the U.S.A. (two wins), Great Britain (one win) and Italy. The host country was France as they had won both in 1912 and 1913 with a Depurdussin (Twelve Squared kit #211).

Three U.S.A. designs were entered, the U.S. Army's Verville VCP-R, the Dayton-Wright RB-1, and the Curtiss Cox Wildcat.

While the Verville was developed from a pursuit prototype, the RB-1 and Wildcat were designed from a clean sheet of paper for the race.

During the war the Dayton-Wright Company was formed in 1916 by Edward Deeds and Charles Kettering. Three plants were opened during the war to build DH4s, while Orville Wright acted as chief consulting engineer.

The "RB" in the racer's name came from the initials of the two principal designers Howard Max

Rinehart, who was also the pilot, and Milton C. Baumann. Rinehart was a friend of Charles Hampton Grant who since childhood had built models and man-carrying gliders. He pioneered the use of models in the development of full-scale aircraft and to study the principles of aerodynamics. His fascination was in airfoil sections and cambering surfaces. When approached by Rinehart to design a wing that would allow a top speed approaching 200 MPH, he tackled it in a unique way which would prove to be commonplace on every major airliner and military aircraft today. Utilizing model building techniques, Grant designed a constant-chord wing made of a solid balsa core covered with a 3-ply veneer. The wing was designed in three sections, the front and rear sections hinged to the center and acting as flaps, with the rear sections acting also as ailerons. They were linked together and acted in concert with the landing gear. As the gear was extended, the flaps deflected down. When the gear was retracted, the flaps raised back to normal to form a smooth wing.

Each gear was supported by a 'V' strut attached to the fuselage centerline, and a vertical oleo strut leading into the wheel well. This was attached to a threaded shaft which pulled the entire rig up into the space behind the engine until the wheels were flush with the fuselage sides. A bungee rig served to absorb the landing shock. The threaded retraction shaft worked a bellcrank on the top of the wing which was connected to linkages buried in the wing. These linkages moved two externally mounted bellcranks on the wings which lowered or raised the flaps via control rods. The entire sequence of retraction or extension took 12-20 seconds and was operated by a crank in the center of the instrument panel.

The original wing, constant-chord with two struts on each side, was used for testing the cambering

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system. This was then replaced with a wing with a tapering trailing edge, and no struts. The strength of the wing was amazing, and would support twelve men without deflecting. It amazed the French when two men sat on it prior to the races.

The RB-1 used a Hall-Scott L-6a engine of only 250 HP. Also known as the "Liberty Six", it consisted of one bank or 'one-half' of the Liberty V-12. The radiator was mounted in the front, and gave the otherwise sleek aircraft a rather large drag-producing frontal area.

A problem with the RB-1 was its lack of directional stability, with a small fin and slab-sided fuselage. Prior to the race, Rinehart added two square end plates to the tips of the horizontal stabilizer, but the RB-1 still wandered. This was compounded by the lack of forward visibility, obviously taxing the pilot. Some time prior to the race, two of the original four fore-aft linkages were removed, which may have inhibited the ease of retracting the wing flaps.

Entry to the cockpit was through a sliding hatch on top of the fuselage behind the wing, or through one of the two large celluloid side windows. These windows were flexible enough for the pilot to bow them out with his head, thus earning a bit of forward visibility.

On the day of the race, the RB-1 was the first U.S.A. entrant off. Unfortunately, 20 minutes later Rinehart landed with a jammed leading edge flap (some say a failed port rudder cable) and, figuring he had no chance, dropped out. Ironically, if he had continued the race, he would have placed at least second, due to the mishaps that befell the other contestants. Indeed, just three days before the race, Rinehart flew a 100 KM lap at 165 MPH "throttled back."

The race and cup were won by the French with a Nieuport 29V flown by Sadi Lacoite at an aver-

age speed of 168.5 MPH. The French also took second with an average speed of 113.5 MPH after a first lap of 162 MPH, and one landing. The Wildcat crashed during testing in France prior to the race and the second one was declared ineligible, as guest countries could only enter three contestants. The Verville VCP-R dropped out on the first lap due to preignition of its high-horsepower engine.

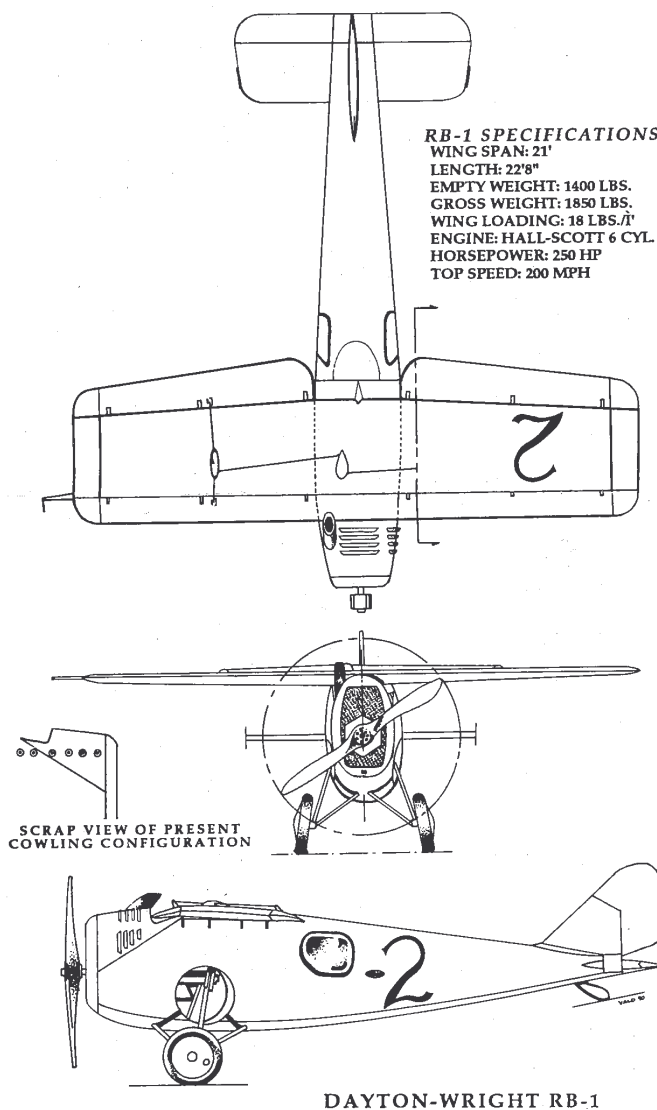
It would be twenty years before the concept of the Dayton-Wright RB-1 would find a place in daily aviation. The developments of the team that built the RB-1 included the variable-camber wing, the

Delco ignition system designed by Kettering, and Thomas Midgley's development of tetraethyl lead, increasing an aircraft's range, and ultimately leading to the Octane rating system.

Today the Dayton-Wright RB-1 sits in the Henry Ford Museum of Transportation in Dearborn, Michigan. Its once shiny silver paint is now cracked and fading. Sometime after the race in France, the cowling and exhaust were changed. As it sits at Dearborn, the large single exhaust has been replaced with six straight pipes and the louvered top has been replaced by smooth panels.



country has since any time



Directions to the Club Meeting Location

Where: South St. Paul Municipal Airport, a.k.a. Fleming Field, located on the southern extremity of South St. Paul, south of I-494, west of Concord Street and East of Highway 52.

If coming from the western Twin Cities going east on 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn right (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left there will be a McDonald's; to your right front there will be a Walgreen's.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .6 miles. Along the way you will encounter three more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2

miles toward the Fleming Field airport terminal building.

If coming from east Twin Cities on westbound 494:

- Exit at the 7th and 5th Avenue exit (Exit No.65)
- Turn left (South) on 7th Ave and go approximately .6 miles to a 4-way Stop sign. This is South Street W. To your left front there will be a small strip mall; to your right there will be an Amoco station.
- Turn left (East) at the 4-way Stop onto
- South Street W and go approximately .4 miles. Along the way you will encounter two more Stop signs—the third Stop sign (Henry Avenue) will be a "T" intersection. At the "T" intersection on your left will be homes and on your right softball fields.
- Turn right (south) onto Henry Ave. and go approximately .2 miles toward the Fleming Field airport terminal building.

The terminal is on the right with parking available.

Twin City Aero Historian
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Return address requested

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

The group is open to aviation enthusiasts from teenagers on up who are interested in aviation modeling, photography, collecting, art and writing. For more information contact Ken Hornby at 651-552-0888

The Twin Cities Aero Historians (TCAH) meet the second Saturday of every month at 1:00 pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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