



F94B by Frank Cuden

Heller 1/72nd scale .

Natural Metal Finishes – Some Experiments

By Frank Cuden

When trying to decide on a natural metal finish for my latest project and having used Alclad II in the past, the decision was, if you will, “A Natural”, in that it worked before, so why wouldn’t it work now? As the fuselage and wings were resin, I “naturally” turned to Alclad II’s Gray Primer. A simple coat via airbrush would work – or so

I thought. My first container of the Primer came in a can whereas this new stuff was in a clear bottle. About that time, I began reading the horror stories on the Net regarding a supposedly bad batch of Alclad II’s Primer. Opening the bottle, I thought it looked a little on the thick side so dispensing some into my airbrush color cup, I decided to thin it with lacquer thinner. Went on very well. A few days later, I had occasion to mask over the primer, and when I pulled up the Tamiya

tape, the primer came with it! Reasoning that the whole model’s primed finish would probably react that way, out came the Easy-Off Oven Cleaner and it was a simple task to remove all of the offending primer. This time, I used Floquil’s Primer and it went on with its usual ease. To this day, I’m still reading about the Alclad II woes so from now on, or until they figure things out, I’ll stick with the Floquil brand. For the cover coat, I airbrushed on

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TCAH This Month

The monthly meeting will be held Saturday July 14, at Fleming Field, South St. Paul, beginning at 1:30 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 – June 2007

Vice-President Frank Cuden called the June 2007 meeting of the Twin City Aero Historians to order at 1:30 PM June 9. Twenty-nine members were present. There were no guests or new members today.

Treasurer Report: As of June 9th we have a balance of \$5439.64. Expenses for the month will include newsletter postage reimbursement of \$55-65; the second (of four) payments to Roll Models of \$187.50 for kits and supplies to the troops.

Vendors Report: Greg reported that new decals are available for the 1/48 scale DC-3; as well as the Super Electra. Axel had the latest catalogue from Schiffer Books. It is free from him.

New Business/

Announcements: George Mellinger informed the group that he will be attending the National Aviation Hall of Fame induction in Dayton, Ohio. Inductees are Walt Boyne, Steve Fossett, and Sally Ryder.

Gary Anderson reported on his trip to the Model Ship Contest and Show in Manitowoc, WI. Gary won a Certificate of Merit for his Mayflower, and a Silver for his La Chevquette.

Axel asked if members of the club can receive a \$5 price break on vendor tables for Nordic Con 2007. George Mellinger moved to give a \$5 price break for members who purchase vendor space for Nordic Con, Motion was seconded and passed 27-1.

Plastic Filler: Frank Cuden received an article from Dave Weitzel on a product called Kiss, an acrylic fingernail powder/adhesive set. When applied it dries in minutes, is clear, and does not crack under sanding. It is available at Walmart for

around \$6-\$10.

Show Table: Please see the show table list found within the newsletter.

World War Two Memorial: After the break Johannes Allert and Ken Hornby arrived after taking their fathers to the dedication of the Memorial. Johannes told the group about this experience as did Ken.

Panel Lines: Steve Erickson gave his talk on panel lines to the larger group. Very informative as Steve provided a number of resources and tips to get accurate panel lines.

Meeting was adjourned at 3:15 PM.



From the President
by Johannes Allert

“Hey! You! Get off of my cloud!”
~ **The Rolling Stones**

We've all dealt with it, whether we are at a Hobby or bookstore. You're standing there with an item in your hand that you just bought, when another person comes up and says. "You just bought that? I can tell you right now what's wrong with it!" At that moment, a strong desire overwhelms you to the point where you just want to thank them for being such a positive force in your life, right before you kick them in the ass...

This kind of stuff makes blood spurt out of my eyeballs, because it's not only extremely negative, but counterproductive as well. I can bet that the same morons that export their unwanted opinions on everyone else, are the very same people that go to hobby events, look around and say "Geez, there's no new stuff on the display tables anymore!" Why would that be, Gomer?

Because they have sucked every ounce of joy in building and creativity out of the atmosphere, that's why.

It doesn't end there (unfortunately). Those same individuals are "professionally offended" by other modelers who build different subjects' i.e. Cars, Tanks, Ships, or build in different scales. Dr. Dwyer, a well-known psychologist/philosopher, observes that our modern day society goes out of its way to be offended. His response is classic, as he states "Y'know it's perfectly normal to be offended, but at some point in our lives we have to learn to get over it!" My late friend and TCAH member, John Hennessey had a standing motto – "If it doesn't affect me personally, why worry about it?" There's not a week that goes by that I'm not reminding myself of that.

Our club is fortunate to have, for lack of a better word, 'experts' in a given field – Armor, Russian, Japanese, etc. I've witnessed on a number of occasions these individuals get asked a question, only to be told how wrong they are by the persons asking the question. So, what was the point in asking the question? To prove how right or superior you *think* you compared to those who spent far more time and effort studying their area of expertise?

Years back, I built the Italeri 1/72 F4U-4B Corsair. You know the kit? It's that piece of crap with wings on it according to the curmudgeons of the hobby world. Anyway, I went ahead and built it. Sure, it needed some work here and there, but I did some tweaking to the point of where I was happy with it. I brought it in to the meeting. Later, Ken Hornby came up and said "Boy, a lot of people liked your Corsair, and were surprised when I told them it was the Italeri kit."

OK, so here's a revelation for everyone out there who doesn't know this already? Models are *rep-*

licas of the real thing, not *clones*! Stop being what Dave Pluth refers to as "Joy-Suckers"! To those out there who are tired of hearing from these louts, here are three words that will shut them up. "So, where's yours??"



Airline Chatter by Terry Love

(Note - The famous Bi-annual Paris Air Show is the last two weeks of June. This is where aircraft manufacturer display and try to sell their new aircraft. This is especially true for airliners. The two major airliner manufacturers - Boeing and Airbus - usually make announcements of major sales at the air show. Therefore, in next month's column, will be the results of the sales announcements from the Paris Air Show. All sales of airliners in this month's column, were prior to the Paris Air Show)

Royal Jordanian Airlines ordered 4 Boeing 787 Dreamliners.

Boeing has now sold 135 of their BBJs - Boeing Business Jet - the corporate version of the Boeing 737. Boeing has sold one corporate version of the new Boeing 787 Dreamliner to a Chinese real estate tycoon. This makes seven Boeing 787 Dream liners sold to private corporations or persons.

Air Tran ordered 15 Boeing 737-700 aircraft worth \$885 million.

Air France announced a huge order. From Airbus.. Air France ordered two more Airbus A-380 Super Jumbo jets, and 30 Airbus A-320s. Airbus airliners are manufactured in Toulon, France.

Frontier Airlines lost \$20.4 million in 2006.

Delta airlines ordered 14 Bombardier CRJ-900s for \$511 million. They are for Delta's regional airline partner.

S7, the Russian airline, ordered 15 Boeing 787 Dreamliners worth \$2.4 Billion.

Airbus is having a very good year, so far. Avianca, the national airline of Columbia, ordered 33 Airbus A-320s, and 5 Airbus A-330s plus an option for 32 more. Deal is worth \$15 Billion.

Qatar Airways ordered 80 Airbus A-350s for a price of \$16 Billion. Deliveries begin in 2013.

Ryan Air, the Irish low cost airline, ordered 27 more Boeing 737-800s worth \$1.9 Billion. All will be delivered with blended winglets. Ryan Air now has 308 Boeing 737-800s.

Boeing has received orders for 88 more planes bringing its 2007 totals to 407 for the first six months of the year. Boeing had 358 orders the first half of last year.

Boeing now has unfilled orders for over 1500 airliners valued at over \$100 Billion.

Kuwait Airways ordered 12 Boeing 787 Dreamliners and seven Airbus A-320s. Cost is about \$3 Billion.

Northwest Airlines finally is out of bankruptcy as of May 31, 2007.

Alaska Airlines will begin flying to Hawaii this fall.

Air Canada is now flying Montreal to Rome using Boeing 767-200ERs aircraft.

Airbus announced that Aer Lingus, the Irish airline, ordered 6 Airbus A-330-300ERs, and 6 Airbus A-350s. The deal is worth \$2.4 Billion.

Philippine Airlines bought 2 Boeing 777-300ERs for about \$500 million.

Qatar Airways ordered 80 Air-

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bus A-350s worth about \$16Billion, and 3 more Airbus A-380s worth about \$1 Billion. The total of the order is \$17 Billion - one of the largest airliner orders in history. Qatar operates an "Airbus only" airline.

Who has the largest airline fleet in the world? Second is American Airlines with 679, and the first for to Steven F. Udvar-Hazy!!!! Who?? Yes, the guy who financed the new Smithsonian Air and Space Museum in Washington, DC. He is a Billionaire at least three times over, immigrant from Hungary. He was born in 1946. He and his company, International Lease Finance Corporation, lease airliners to the airlines. He owns 824 Boeings and Airbuses. He owns more airliners than Air France (265), Lufthansa (245), and British Airways (239) combined. He did not like the design of the new Airbus A-350, so Airbus scrapped it, and started over!!!! This caused a 5-year delay in the program, and letting rival Boeing 787 Dreamliner take a commanding lead in that market. Yes, he is that powerful in the industry. EVERY new airliner project in the last 25 years, has had his input to it. He is the reason that the Boeing 777-300ER exists.



Floquil's Old Silver over the primer and subsequent masking did not pull up either finish. I used three shades of Alclad II's natural metal finishes and it went on well over the Old Silver and Primer. Whew! Prior to using that brand of natural metal finishes, Jack Mugan and I had a conversation about Printer's Ink. I had read about that product being used as a natural metal finish by some modeler on the Internet so, not being one to argue with success, I wondered if we'd be able to obtain some. Given our age and abilities to scrounge up obscure products akin to all things modeling, even though we are a couple of old coots in the younger modeling world, I prevailed upon Jack to get

us some of that seemingly exotic elixir and he was able to come up with a source for the stuff. A few days later, a small plain brown wrapped package arrived in my mailbox. Upon opening the package, there sat a Kodak plastic film container with a silver paste as its contents. It looked very much like Rub 'n' Buff. Well, to the spray booth I went, whistling a happy tune of some sort! The "usual suspects" of a dab of the Printer's Ink and lacquer thinner were involved to fill the color cup. A small instruction sheet was included, stating that there was no drying agent contained within the paste, hence the lacquer thinner's usage as a thinning and drying agent. Using an old fuselage half, I sprayed on a coat of the mixture and much to my delight, it went on glass-smooth and produced a very realistic natural metal finish. A bit later, I buffed it a bit, thus increasing the shine, however, there was residue on the soft cloth I had used. Continued buffing did not remove the finish so I thought I was home free. A few days later, I ran my finger across the finish and of course, there was residue left behind. As of this writing, the fuselage half is still sitting there. If I do that again, and there is another residue deposit on my finger, the next plan will be a sealer coat to see how that performs. Much like our hobby, the world of natural metal finishes is in constant flux. I've heard of some very strange mixtures, all in the pursuit of THE natural metal finish. A subsequent article will deal with future results using this new resource, namely, "Printer's Ink."



American Patriot, The Life and Wars of Colonel Bud Day
Book Review by George Mellinger

Who is Colonel Bud Day? Is he the most decorated living American warrior? Or is he a three-war "lifer", with service in World War II, Korean War, and Viet Nam? Or is he a three service "lifer", Marines, Army, and Air Force? Is he the only

American to escape from North Vietnamese captivity back to South Viet Nam? Or did he spend five and a half years resisting the Communists while a prisoner in the Hanoi Hilton? Is he an aviation hero with numerous flying accomplishments? Yep. Colonel George E. "Bud" Day was all of those and more. He also became a lawyer before he became a fighter pilot, and after retiring from active duty, he began a second career as a practicing lawyer, a career which continues to this day.

Robert Coram has written his biography, *American Patriot, the Life and Wars of Colonel Bud Day*, Hachette Book Group, Little, Brown & Co., New York, 2007. It is a most revealing, and even inspiring look at remarkable man, whom I used to admire, but now revere.

Bud Day's early years were unpromising, born on the wrong side of the tracks in Sioux City, Iowa. Unpromising but for the fact that he absorbed Midwestern traditional values and an ability to cope with adversity. Dropping out of high school, Bud Day enlisted in the Marines in 1942, though he never got into combat. With time on his hands and initiative, he got in a variety of scrapes, and ended up court-martialed and sentenced to 28 days in the brig. Consequently, Bud Day, future MOH recipient, was denied the Marine Good Conduct Medal. Marriage, college and law school followed, but in early 1950, Bud Day joined the Iowa National Guard. He foresaw a coming conflict with communism, which he detested from an early age, and took a commission in the Army Reserves. In 1951 it became clear that the National Guard would not send him to Korea, so Bud Day transferred his commission to the Air Force and attended flight school. He graduated from his flight training too late for Korea, but was on the path that led to his first career. One of his first accomplishments was finding the solution to the T-33's proclivity to catching fire on take-off

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and exploding. The corrective measure when the fire developed was counter-intuitive, and no pilot had survived the experience before Bud Day. Numerous other piloting accomplishments followed in the F-84 Thunderjet and F-84F Thunderstreak, including his ejection without a working parachute. (Read the book to learn the details.) Between these flying adventures, Coram takes us through the career and life developments of an Air Force pilot flying during the Cold War 1950s and 1960s. And Bud Day was becoming one of the USAF's most proficient tactical pilots.

In 1966, Major Bud Day volunteered for assignment to Viet Nam. After flying a numerous missions over South Viet Nam in the familiar F-100D Super Sabre, in 1967 he was assigned the task of organizing a special top-secret detachment of two-seat F-100Fs which would fly as fast-FAC (forward air control) over southern North Viet Nam using the code name *Misty*. Their job was to fly directly over enemy positions at tree-top level, looking for targets, armed only with their guns and the smoke rockets they would use to mark the targets for faster and higher-flying attack aircraft. If the mission was not actually suicidal, it came close enough, and this elite unit suffered higher casualties than almost any other unit in Viet Nam. They were also one of the most effective units, and Bud Day devised their operational techniques.

One of the early casualties was Bud, who was shot down on August 26, 1967 and captured with several broken bones. Despite being denied medical attention and mistreated, he was able to escape captivity while still with the original capturing unit, and headed south through the jungles. After an epic trek, he managed to come within sight of a Marine base at Con Thien. But at the very last minute, he was recaptured by Viet Cong, shot, and dragged back north.

Now began Bud Day's greatest epic, five and a half years of torture and resistance, refusing to cooperate with his captors. Now Bud Day's ability to bear adversity came to the fore. During part of this time he shared a cell with John McCain, and is able to answer authoritatively one of our current controversies. This book, and Bud Day's word vouch that John McCain did **not** collaborate with the enemy as some have subsequently charged. And that may be taken in the context that Bud Day did attempt to prosecute certain other POWs whom he did believe to have betrayed their oaths, and that he vigorously disagrees with many of John McCain's political positions. The story of Bud Day's captivity is the largest part of the book, and is highly relevant to contemporary controversies.

Bud Day came home in 1973 and after some healing, resumed his service career, learning to fly the F-4 Phantom, despite his near-crippling injuries. In 1976, Gerald Ford awarded Bud Day his Medal of Honor. Sadly, the episode became mired in political controversy, in part because Colonel Day, formerly a life-long Democrat, was already supporting Ronald Reagan. The situation of the POWs was not good, and careers were stymied. Robert Coram does a great service in his description of the problems and controversies confronting the POWs, and how Bud Day chose to respond. And this led to Bud Day's next career.

After leaving the Air Force in 1977, Colonel Day began a career as a practicing attorney, falling back on his education from many years before. Due to the persistent problems he came to specialize in law relating to veterans and military retirees, and several times had to sue the government he served so faithfully during his first life. This second career is also fascinating, though not quite so much as his wartime deeds, and should again earn him the gratitude of every veteran. It seems as if each time Bud Day

thinks his career is completed, something else has arisen. In 2004, at the age of 79, Bud Day recognized John Kerry, as the young naval officer whom he saw spewing anti-American propaganda in a film shown in the Hanoi Hilton. Once more Bud Day had to act, and he joined with the coalition of veterans' groups, led by the Swift Vets, who opposed Kerry's candidacy. During this time, he also took issue with the politics of John McCain, even while maintaining their friendship and mutual respect. And though it happened too late for inclusion in Coram's manuscript, Bud Day's latest stance occurred when he stepped forward to give public endorsement to the Gathering Of Eagles rally, which took place in Washington on March 17.

Since his first aviation escape, Bud Day has believed that he has been preserved by God for some special task yet to come. As if any of several of his accomplishments might have seemed that special consuming task already. Perhaps Bud Day, like Roland and Arthur, will only go to secluded sleep to awake when he is needed again. Meanwhile, he is an inspiration for the rest of us. Robert Coram has written an excellent book about a triply extraordinary American. Whether you are a patriot, military historian, or simple aviation buff, do not miss this book.



Spraybooth Logic
These are the Days of our Lives
by *Dave Pluth*

There are things in life that just plain make you smile. It could be seeing a little kid wrestling with their dog. It could be watching a parent's pride in their son or daughter that just got the game winning hit at the little league game. It could be a great-grandpa and his little grandchild. There are just scenes in life that will bring a smile to your face.

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For me that smile is brought on by my dogs out in the field. A couple days back I was sitting on the four-wheeler watching my 15+ year old Jessie run around and I couldn't help but having a huge smile on my face watching her enthusiasm and intensity that she still had for what she loves to do.

Now Jessie isn't in the best of health and during the last two winters there have been times that I wasn't quite sure she was going to make it, but each time she proved me very wrong. Jessie still has a hard time climbing stairs, she can still do it but it's a slow and now guarded process. She has a sore back and her back legs aren't as strong as they used to be, but none of this matters when you let her loose in the field. She is a pup again who only knows one speed, full out! She also only knows one emotion at that point in time, joy.

Watching her and the rest of the dogs (our 1 year old, our 3 year old and our 7.5 year old) got me to thinking about the various phases of life particularly our modeling lives.

Phase 1 is what I like to call the "don't ask/don't care" stage. This stage of modeling usually happens when we are in our youth. In most cases we build to build. The more kits you complete the happier you are. Now granted in our youth (some 30 years ago) kits were \$2.25 so building four or five kits in a week wasn't a huge financial burden like it may be today but that's beside the point.

While going through phase one you know what it takes to be a real modeler as you look at magazines and you plan for one of those great Shep Paine dioramas. Unfortunately your diorama never really seems to turn out quite like the insert in the B-17 or B-24 kit looked. Funny thing is that you really aren't sure why it didn't turn out that way but no matter you are off to the next

project. Life is good.

Phase 2 - Girls, Girls, Girls. I think we all remember this stage (and for some reading this they still haven't gotten through this stage). Basically it is the first time that life really catches up with you and interferes with your hobby. Your money is spent on girls and hanging out with the guys. Your time is spent with girls and hanging out with the guys. Your shelf of doom becomes lonely and mostly forgotten until you get a phone call from your Mom when you are at college asking if she can throw away your "junk" (simple Mom math here guys, shelf of doom = junk).

You beg for her mercy and she relents and has your dad put your "junk" out in the garage so you can take it when you are done with school.

Phase 3 - Rebirth. Rebirth happens probably in your late twenties to early thirties. You have probably settled down and have either kids or dogs or at least something that keeps you at home several nights a week. You are kind of bored and looking for something to do and you have some disposable income to get into trouble with.

You remember fondly your modeling days as a kid and the sheer joy of blowing up that B-17 on that one particular 4th of July and that memory sparks your modeling interest once again.

You pick up the phone and call your Mom and ask her about your "junk". You are excited to find out that it is still out in the garage and your father has moved it around several times in the last 15 years but she's sure that it's still there.

You arrive home the following weekend excited about the possibilities of the great kits that you left behind as well as all the cool little tools, paints and of course the big bottle of MEK. As you open the box reality sets in.

The kits really are pretty much junk now. They've baked in the garage for 15 years and everything from the decals to the warped plastic and the dried up bottles of paint spell doom for your modeling comeback.

Fortunately you don't quit easily and you drop in on your favorite hobby store. Sure enough you find the same guys there that were there when you were a kid. They are older, greyer and fatter but still standing by the cash register complaining about modeling related topics much the way you left them 15 years previous (we are creatures of habit after all).

The fellows greet you and help you spend a bit of your hard earned cash on a couple of the latest and greatest kits. They show you the latest in tools, paints and glues and \$150 later you are setup with some good basic stuff.

After some time you begin to build your shelf of doom and enter some contests. You are having fun and once again, life is good. One negative statistic is that your "buy to build" or "doom ratio" slips from a 1:1 to a 1:10. You have become a real modeler now!!

Phase 4 - Mid-life crisis (changing interests). It really isn't mid-life in a years point of view. It could happen when you are 30 or 60 it really doesn't matter. What a modelers mid-life crisis represents is boredom. When you as a modeler realize that I simply can't build another P-47 or Me109.

This phase has great "doom" possibilities. You decide on a foray into armor or cars or ships (maybe all three) and you are convinced that this will relight your fire and get your creative juices flowing again.

Funny thing is, it actually does, at least for a while. You have a great time building small scale ar-

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mor (armour) and you are able to blast through it and do a decent job. After 20 or so of those reality sets in there also and you begin to wander again. Your "doom ratio" is now at 1:20.

Phase 5 - Turning Pro. The next phase is what I call "turning pro". The turning pro stage happens when you convince yourself that you aren't going to build as many kits anymore but the ones that you build are going to be awesome!

Nice thought but you are only dealing with other issues in your life (a lack of time or interest or both). You can generally get one or two of these kits built and you simply lose interest. First you lose interest because you are so far away from modeling. Second you lose interest because you now pretty much suck at modeling because you only paint twice a year and you can't remember all the cool tricks you learned early on until it's too late. Your "doom ratio" is now at 1:30 as you are still buying things but just not really building much.

Phase 6 - Un-Turning Pro. At a certain point you ask yourself the Dr. Phil question of the week "how's

that working for you?". You answer yourself with a "not very well" and you decide that maybe if you had 4 or 5 kits that you are working on at one time you would get your fire back. It doesn't work but it gets you back into the hobby room and at least you feel better about yourself. Good news however is that your "doom ratio" is finally falling. It is back to 1:15.

Phase 7 - Sell it all on Ebay. Invariably we all will reach a point where we are just done with modeling and we'll put all of our collected junk (shelf of doom) on Ebay and sell it off piece by piece for (in most cases) pennies on the dollar that we paid. You are glad to be rid of that stuff and you realize that your Mom was right in her assessment earlier in your life (remember parents get smarter as we get older, I never understood that one). Once again your "doom ratio" falls to 1:10 but will not get any lower as you have kits that even though you will never model again, you just can't part with them.

Phase 8 - The comeback. As likely as phase 7 is, phase 8 is guaranteed. You will end up buying much of your "junk" back as you become reinvigorated in the hobby once again. There doesn't seem to

be any real rhyme or reason for this, there doesn't have to be, we're modelers! This phase generally lasts the rest of your life. You are in search of that kit that you sold off earlier and you build at a steady pace as your time allows. You settle in once again to "life is good".

Myself I'm somewhere between phase 5 and 6. I still know that someday I'll really want to build again in quantity, I'm just not sure when that day will come and I've become ok with that. For now my dogs and their activities fill my days and for now I'm even better with that.

So I hope that whatever phase you are at in life that you have something that makes you smile be it modeling, your dogs or your kids (sorry cats just don't count here folks!). Now shut up and build something (when you get around to it).



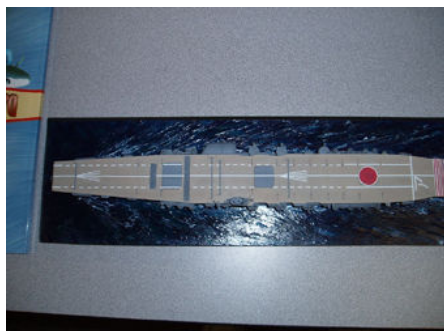
From the Editor

Once again we need more articles to fill next month's Newsletter. Keep 'em comin'!



ON THE TABLE JUNE 2007

Modeler	Kit	Scale	Aftermarket/Modifications (if any)
John Elian	Mongram Republic F84F	1/48	Aeroclub seat
Bernie Kugel	Hasegawa IJN Akagi	1/700	finished kit/Pearl Harbor attack group
Bernie Kugel	Monogram Spirit of St Louis	1/48	work in progress
Bernie Kugel	AMT 3 cars	1/25	some of his first kits
Steve Macey	Academy CH-113A Voyeur	1/48	work in progress



Photos from May's "On The Table", submitted by Merrill Anderson

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
Rick Schmierer
 1852 E. 39 Street
 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 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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