



Airbus A-380 Cockpit

Airbus Tanker

New York Times March 10, 2008

Just hours before the Air Force announced the winner of a \$35 billion contract to build aerial refueling aircraft on Feb. 29, an Airbus plane lumbered off the runway in Getafe, Spain, and climbed to 27,000 feet to rendezvous with a Portuguese F-16 fighter.

Senator Patty Murray, Democrat of Washington, said, "We are at risk of losing a major part of our aerospace industry to the Europeans forever."

Then, in the skies south of Madrid, the two aircraft edged closer and closer, until they were joined by a 50-foot boom hanging off the back of the big Airbus plane. For the first time, the boom pumped fuel into another plane, 2,000 gallons in all during several connections.

The technology to pass fuel from one plane to another may not be rocket science — in fact, aerial fuel booms have been in use for more than 50 years — but it helped Airbus's parent and its partner, Northrop Grumman, establish their technical bona fides.

Eager to enter the American defense market, the European Aeronautic Defense and Space Company, the owner of Airbus, made several bold plays, perhaps none more dramatic than building the \$100 million state-of-the-art refueling boom on spec.

As a result, Boeing, the pride of American aerospace, was outmaneuvered on its home turf for a contract that could grow to \$100 billion, becoming one of the largest military purchases in history.

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TCAH This Month

The monthly meeting will be held Saturday May 10, 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 – April 2008

Our meeting started at 1:15 while we continued to munch on pizza and soda. We had two visitors, Jim Grove and Steve Hallstein. John, Axel, and Greg gave their vendor updates. Larry Donovan gave us a head's up on all the up coming contest, and Bernie Kugel kept us informed for NordicCon. We did Show n Tell, had a break and Merrill Anderson gave a presentation on rigging.



From the Vice President by Larry Donovan

Firstly, if you did not receive Frank Cuden's message, Chuck Doyle, long-time aviation pioneer in Minnesota has passed away. I am sure, as a club, we send our condolences to the Doyle family.

Now a word of warning....Larry is about to wax, somewhat poetical, on Omaha, Nebraska, the "New York" on the Missouri (River). This is your chance to turn the page, check out Terry Love's column (I do religiously!), even read Bob's mis-sive. Omaha will be the site of the Region 5 IPMS Contest this year, May 16th and 17th. I know, the fliers all say the show is in Council Bluffs, IA, but it is the "big city" 'cross the river that drives the engine of commerce. Hopefully, I will provide you with some incentives to make the drive/flight/riverboat crossing to the "Big O". #1: Regionals are a fantastic way to meet your fellow modeler whom you might not meet otherwise. Want to know what's up with the gang in Central Missouri? How are those car guys in Lincoln doing? How many Zumbro Valley guys made it safely? That last comment, about the Zumbro Valley group refers to their, hmm, adventures to Omacon last year...hit a rough patch of ice on their way down. Would like to say it would not happen in mid-May, but as I compose this (Saturday

From the President by Bob Maderich

Welcome to the May newsletter. Just a few thoughts from me before the meeting. 1) I would like to thank Larry Donovan for organizing the monthly seminars, they are great. 2) Thanks for the positive vote on the December TCAH club contest. I would like this to be an annual event and I will take responsibility for it. 3) Finally, I hope we can vote in May to use the November auction money for our Nordicon show. I just want it to grow and get better and better. I was inspired by the Madison show, both in number of models there and the fine quality of the raffle items. We can aspire to this and make Nordicon a show that Midwest modelers would want to attend.



April 26th) it is snowing...the winter that would not ever end. #2: Not only do you get to meet modelers you might not meet otherwise (or only very rarely), you get to swap stories, techniques, and details. How did you get that real metal finish? Is that "cowling color" on that Nakajima Frank? What is cowling color? How did you scratchbuild that Salt Flats car? Those are 1/700 photo-etch landing gears for your Akagi airplanes...how did you save your sight/sanity? While we may not share the same genres, we get to know a little bit more about what we are trying to do: having fun building models. #3: Kinda follows from number 1 and 2: mutual interests and getting different groups together can create lasting friendships. We often hear about how, as modelers, we are extremely insulated; "practicing the dark arts alone" was how one issue of SAMI put it. To some extent that is true, but it need not be. I have continued to correspond with one of the Fort Crook members since Omacon last. Wouldn't have met him if I had not gone to the show. #4 Supporting their show supports our

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show. Hopefully one of the members of the group in the Quad Cities will be writing (after the Regional): "That NordiCon/Nordic Con sounds like it's going to be a great show, how 'bout we roadtrip". #5: Vendors. Some we may know, like Winston or John (I'm just speculating that you may be going, let us know at the meeting). Some we may not know. One guy last year was cleaning out his shelf of doom (I believe his wife was standing beside him, to ensure none of it came back into the abode). Hasegawa B. IV Mosquito---\$5! Photo etch by the bucket (picked up a bunch of seatbelt/harnesses sets, 50 cents! #6: For you who are into it, validation. It is not me being jealous, it is just that validation is fairly low on my priorities for why I go to contests. If you are into it, great; this list is not in "any priority order" just my musings.

You know what? I have not really written much about Omaha at all. It is a town I spent 15 years in, worked in, went to school in, etc. I have gone back, now more often as my parents have moved there to be closer to my sister and her family. So if you want to know where to get some great fried catfish or chicken, I can give you directions to the Surfside Cafe. Gonna be there a couple of days? Drop the spousal unit at Westroads while you head off to the SAC museum. Great steak? Johnny Sortino's on L Street. Pizza? Sortino's on Q. Yuppie ambience? the Old Market on 10th. Crave the outdoor baseball stadium experience? See if there is a game on Friday night at the Rosenblatt. I'll see you at the show!



Airline Chatter by Terry Love

Emirates Airlines has become the first airline to allow cellphone usage during flight.

Northwest Airlines bill in 2007 for jet fuel was \$3.7 Billion. This year, it is expected to be almost \$6 Billion.

Jet Blue is now the number one carrier in Boston, as they bump out Delta Airlines. Jet Blue is making Orlando, Florida their hub.

Air Asia, an airline in Indonesia, has ordered 10 Airbus A-330-300 airliners worth \$2 Billion.

London's Heathrow Airports new Terminal 5 opened on March 26, 2008. Cost was \$8.6 Billion. Many problems were encountered.

Jet Blue's founder, David Neeleman, is planning for a new lost-cost airline in Brazil's fast growing aviation market. He has raised \$150 million to get it started.

Boeing confirmed the order of 3 Boeing 737-800ERs from Turkmenistan Airlines. Cost is \$231 million.

Boeing has a backlog of more than 2100 unfilled orders for the Boeing 737, worth more than \$150 Billion.

Aloha Airlines has ceased operations. They had been in business for 61 years - since 1947.

Champion Air also will cease operation at the end of May. Champion owns 14 Boeing 727s

MAS, Malaysian Airline Systems, ordered 35 Boeing 737-800s worth \$2.7 Billion.

ATA of Indianapolis, has filed for bankruptcy, and shut down operations on April 3.

All Nippon Airways purchased 2 more Boeing 767-300 freighters due to the booming Asian market.

Northwest Airlines will park from 15 to 20 aircraft later this year. It will include Douglas DC-9s, Boeing 757s, and Airbus A-320s.

Skybus, the low cost airline, declared bankruptcy and shut down operations. They are the third airline to shutdown - all within a week of each other. Aloha Airlines, ATA, and now Skybus.

American Airlines, on April 9, cancelled 1,094 flights or about half of their schedule, to inspect the wiring of their MD-80s. Over 100,000 passengers were effected, and triggered chaos. Then the next few days they cancelled about 2500 more flights due to the same thing.

Frontier Airlines filed bankruptcy on Friday, April 11. All flights will continue to operate. Main problem is with its credit card processor - not cash. Therefore, they will survive - not like the above mentioned bankruptcies.

Oasis Hong Kong has ceased operations on Friday, April 11. They flew leased Boeing 747-400s.

Northwest Airlines and Delta Airlines officially announced their merger on Monday, April 14 to become the largest airline in the world.

Aer Lingus ordered 6 Airbus A-350s and 6 more Airbus A-330-300s.

Airbus now has 362 firm orders for their Airbus A-350 from 22 customers.

Continental Airlines and United Airlines could be the next major merger in the US. They have been,

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1946 Stinson 108 in 1/72 scale
Scratchbuilt by Noel Allard

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Boeing received a detailed briefing from the Pentagon on Friday about why its bid fell short. Now it must decide by Wednesday whether to file a formal appeal.

The company and its allies in Washington have already made a number of arguments. Among them are that too many American jobs are being lost overseas, and that sensitive military contracts should not be in the hands of a foreign company.

The debate about the impact on American jobs is a murky one, because large manufacturing projects typically involve operations in many parts of the world, regardless of which company has a contract.

If Boeing tries to reverse the decision, it could find itself in a difficult position, accused of further delaying critically needed equipment in a time of war.

Boeing could also be forced to revisit the corruption scandal in 2004 that derailed a \$20 billion deal for the company to lease refueling tankers to the Air Force. Two Boeing executives went to jail as a result, and the chief executive stepped down.

The parent of Airbus, known as EADS, and Northrop Grumman proposed a tanker made from a refitted A330 jetliner that could carry more fuel than the rival proposal, a modified Boeing 767. It also offered more flexibility for carrying cargo, transporting troops, airlifting refugees and delivering humanitarian aid.

Boeing, the heavy favorite to win the contract, having built earlier tankers, promised a new boom but did not build a prototype. One analyst who followed the contest said that Boeing, based in Chicago, seemed arrogant and offered a plan that Air Force officials thought would deliver only 19 tankers by 2013 compared with 49 by the Air-

bus team.

"The Boeing team was not responsive and often was not even polite," said Loren B. Thompson, a defense analyst at the Lexington Institute in Arlington, Va., based on conversations he said he had with defense officials. "Somehow that all eluded senior management," Mr. Thompson said. "They were not even aware there was a problem."

William Barksdale, a Boeing spokesman who attended the Air Force debriefing on Friday, said Boeing asked "whether we were hard to get along with." He said Air Force officials had no complaints in that area.

On Capitol Hill, the blow to Boeing has set off a protectionist furor among many lawmakers. And on the campaign trail, the Democratic candidates for president, Senators Hillary Rodham Clinton and Barack Obama, suggest that the Boeing loss reflects other Bush administration policies that have resulted in jobs moving offshore.

But the hot rhetoric could sound overly nationalistic, and even hypocritical, once the real implications for jobs and national security become clear. Boeing, for example, would have made many of its own tanker parts overseas, and some experts say that claims of job losses to a foreign company seem exaggerated.

For now, though, the pro-Boeing, pro-America talk is showing no signs of letting up.

"We really have to wake up the country," said Senator Patty Murray, Democrat of Washington State, where Boeing is a significant employer. "We are at risk of losing a major part of our aerospace industry to the Europeans forever."

Representative Todd Tiahrt, Republican of Kansas, said: "It's outsourcing our national security. An American tanker should be built

by an American company with American workers." Boeing would have done some of its tanker assembly in Kansas.

Some officials have even suggested that it would have been better to revise the tainted lease deal than to let Airbus compete.

Defense industry analysts, however, say that the Airbus deal in many ways does make sense and that fears of lost military secrets are misplaced.

"We're not talking about missile defense issues," said Jon B. Kutler, chief executive of Admiralty Partners, a firm that invests in defense companies. "This is as plain vanilla as a major contract gets."

Sue C. Payton, an Air Force acquisitions official, told the Defense Appropriations subcommittee, "You said we want a fair and open competition under the laws. I complied with those laws."

The Airbus and Boeing aircraft are both global products — Boeing has said roughly 85 percent of its tanker components would be American-made, the Airbus group about 60 percent — making the impact on jobs unclear.

Boeing said its bid would create or support 44,000 American jobs. The Airbus team's figure was 25,000 jobs in 49 states. Both numbers are impossible to verify. Industry analysts point out that, employment claims aside, the manufacturers have a profit motive in building the planes with as few workers as possible.

In fact, no layoffs are expected at the Boeing plant in Everett, Wash., where the 767 is assembled, as a result of losing the contract. On the contrary, the company is hiring workers because of a \$255 billion backlog for jetliners. Airbus, too, has a huge backlog.

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But while politicians continue to make election-year speeches about protecting jobs, industry analysts say a more useful debate might be over whether there was too much consolidation of American defense manufacturers in the 1990s when military spending slowed, leaving the government with limited domestic options.

With the award to the Airbus group, Mr. Kutler, the defense company investor, said: "The Defense Department is sending a message: on major contracts, don't be assuming we have no other options. It's a global marketplace."

Another crucial question is how such big contracts will be awarded in the future given the indications that many American officials seem to favor competition, but only if American companies win.

"If Cessna wants to start building bigger airplanes, I am happy to see that happen," said Senator Murray, of Washington. "I don't disagree with the concept of more competition, but there is a second bigger question and that is military capability and losing military capability."

Experts warned that excluding foreign competitors could prompt other countries to take similar steps against American defense manufacturers and that choosing inferior domestic products would only put military service members at risk. That tendency, acted on in other countries, has already created what one analyst, Richard Aboulafia of the Teal Group, called "a hideous mix of higher costs and reduced combat effectiveness."

Boeing and its allies in Congress have raised a number of objections that they say could justify reversing the Air Force decision, including whether the bid evaluators properly considered subsidies that Airbus may receive from European governments, or even the fact that

Boeing pays higher health care costs because much of Europe has national health insurance.

In a statement after Friday's briefing, Mark McGraw, a Boeing vice president in charge of the tanker program, said that the company would "give serious consideration to filing a protest." He added: "What is clear now is that reports claiming that the Airbus offering won by a wide margin could not be more inaccurate."

If the company appeals, it would be to the Government Accountability Office, which would then have 100 days to issue a ruling.

The Air Force, meanwhile, insists that it chose the better plane.

Sue C. Payton, the assistant secretary of the Air Force, at a contentious hearing before the Defense Appropriations subcommittee last week, said: "Northrop Grumman brought their A game." Northrop is based in Los Angeles.

Ms. Payton also disagreed with assertions that the Air Force had tipped the scales for Airbus. She said officials had carefully followed procurement rules and an array of laws, including the Buy American Act, which she noted calls for certain countries, including Western European allies, to be treated as if they were the United States.

"Let me say I view Northrop Grumman as an American company," she said. "I view General Electric, who has jobs from this in Ohio and North Carolina, as an American company. I view the folks in Mobile, Alabama, and Melbourne, Florida, as Americans. But that did not enter into my decision here."

"You said we want a fair and open competition under the laws," she told the panel. "I complied with those laws."

General Electric is to make the engines and Northrop Grumman expects to hire hundreds of engineers in Melbourne for the Airbus group's tanker, which will be assembled in Mobile, Ala.

The victory on the Air Force contract could mark the arrival of Airbus as a major builder of tankers after decades of dominance by Boeing, which manufactured the only widely used boom.

The Boeing spokesman, Mr. Barksdale, said his company could easily pull together the new boom it promised the Air Force. "It's not a huge leap of technology," he said. "It would not be a huge deal."

But to Northrop Grumman and EADS, building the boom on spec presented a chance to demonstrate their competitive hunger.

"They had to start from scratch," said Tim Gann, a retired Air Force tanker pilot and group commander who now works for the Airbus group, EADS North America. "Up until we developed our boom, only Boeing had a boom. Boeing wasn't going to sell us the boom."



Lockheed F-35 *from the Internet*

The cost of buying, and operating, a new fleet of brand new F-35 Lightning II jet fighters for the US military is astronomical as some government estimates put the cost at trillion dollars. Is it worth it, many believe that the answer is a resounding yes. The state-of-the-art series of aircraft, known as the Joint Strike Fighter F-35 Lightning II, is being developed for the US Navy, Air Force and Marine Corps. It is also being developed in partnership with some foreign nations, which have so far sunk \$4.8 billion in development costs. It has passed its first aerial refueling test.

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and are continuing to talk.

American Airlines lost \$328 million in the first quarter of 2008.

Continental Airlines lost \$80 million in the first quarter of 2008.

Southwest Airlines earned \$34 million in the first quarter of 2008.

Continental Airlines will park 14 Boeing 737-300s starting in September.

China Southern Airlines ordered 20 Boeing 737-800s via the Chinese government, who orders ALL commercial jet airliners in China.

Chinese Communist government rolled out a Douglas DC-9 clone earlier this year. Now, they announced that they will roll out a wide-body passenger airliner by the end of the year.

The project was launched in the mid-1990s. Hu Wen-ming said "China is now ready to challenge western manufacturers - for too long we have been FORCED to rely on inferior foreign equipment. The threat of industrial espionage could not be tolerated. We have seen how Boeing and Airbus have struggled with their large aircraft projects. Had our plans been made public, US and French spies would have stolen information that would have accelerated their programs by years. This way, we launch almost equal with the Airbus A-380 and ahead of the Boeing 787." The new aircraft will be called Pian Shu, and will seat 400 in two classes or up to 1200 in a new standing-only configuration to be used on short domestic flights. Air China, China Eastern and China Southern have already ordered 96 of the new aircraft. China has been manufacturing sub-assemblies for airliners for many years.



In Memoriam

Aviation Legend Chuck Doyle passed away recently. Noel Allard prepared this review of Chuck's life and accomplishments.

Charles Peter "Chuck" Doyle was born to be a pilot and stuntman. Impressed with Charles Lindbergh's 1927 solo flight to Europe, Doyle talked his father into taking him to the Minneapolis Airport where the boy was given an air ride in a Navy trainer. In his teens, Doyle owned a Harley Davidson motorcycle and cut classes at Washburn High School to ride to the airport and hang out. In the summer after his Junior year, he offered to trade the motorcycle for flying lessons, but instead was given work helping to rebuild airplanes. He soloed in an airplane that summer and borrowed money to purchase his own Travel Air biplane. During the 1933 Fall homecoming football game at the high school, Doyle buzzed the field and was promptly dismissed from school. He would finally graduate from Washburn in a colorful 2002 ceremony!



At the airport, Doyle earned a living working on airplanes, selling tickets for barnstormers, and performing daredevil stunts. In 1935, Doyle made his first parachute jump at the Minnesota State Fair and

towed his first aerial banner for Griffith Shoe Polish. He had learned the fine art of sky-writing from local veterans and rigged his plane to fulfill local PepsiCola assignments. In addition to the flying, Doyle also began to take part in other thrill show events at fairs and celebrations across the country, performing such stunts as driving his motorcycle through burning board walls, head-on auto crashes, crashing his airplane through 'houses' built within fairgrounds racetracks, as well as climbing from his speeding motorcycle to an airplane by means of a rope ladder hung from the airplane. He used his motorcycle and ramps to jump over cars long before Evel Knievel was born. Despite the spectacular lifestyle, Doyle was never injured.

During WWII, Doyle worked briefly for Northwestern Aeronautical Corporation in St. Paul, building gliders that were used by the Army to land troops behind enemy lines. In 1942, despite having no college education, he was hired by Northwest Airlines as a training instructor and taught at Rochester, Minnesota. When Northwest was contracted to the Army Air Transport Command, he was assigned to fly Northwest transports in Alaska, making flights as far out as the Aleutian Islands. Following the war, Doyle bought war surplus aircraft, restored them and preserved others. Many of his airplanes found their way into museums, including three in the Air Force Museum at Dayton, Ohio, and a Curtiss Pusher aircraft that hangs in the MSP Airport's Lindbergh terminal. Doyle's airline career with Northwest continued until his retirement at age 60 in 1976, but his flying career wasn't over. From his home airstrip in Apple Valley, Doyle continued to sky-write and tow banners. The airstrip's signboard heralded "UFOs Welcome." He owned and flew dozens of aircraft and had his hand in many Minnesota aviation projects, including the publishing of a Minnesota aviation history book. When

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the City of Apple Valley condemned his property for highway right-of-way, Doyle moved his planes to Jensen Field near Rosemount. Doyle knew everybody in aviation and lived flying and airplanes every day of his life. In 1992 He was inducted into the Minnesota



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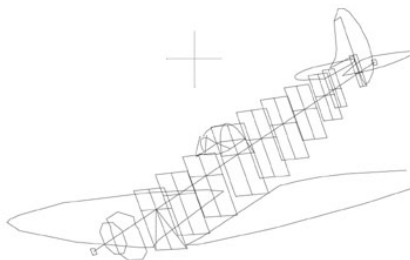
Lockheed Martin notes that the first big test was passed just this week. A release from the company notes that on Wednesday's flight, F-35 Chief Test Pilot Jon Beesley climbed to 20,000 feet and performed a series of maneuvers to verify the F-35's compatibility with

the KC-135's refueling boom and its aerodynamic wake.

. The sortie also evaluated aircraft systems and handling while connected to the refueling boom. All systems functioned as designed. Beesley reported that the F-35's flight control system provided excellent handling qualities near the tanker, and while connected to the tanker refueling boom.

The Lightning II was aloft for one

hour and 34 minutes and completed multiple tanker engagements. "The test team is completely satisfied we can maneuver in the vicinity of the KC-135, and the tanker boom can easily connect with the F-35," said Doug Pearson, Lockheed Martin vice president of the F-35 Integrated Test Force. "We will begin to evaluate the F-35 fuel system during the next refueling test mission by transferring various amounts of fuel from the tanker."



This could be a picture of your work. Email photos to bob@loumc.com



ON THE TABLE April 2008

Name	Model	Manufacturer	Scale
Bernard Kugel	USS Antietam	Dragon	1/700
John Dunphy	bf.109K	Hasegawa	1/32
Jim Kloek	USS Alaska	Samek	1/700
Patrick Verner	Hawker Hurricane	Airfix	1/72
Thomas Verner	M81 halftrack		1/72
""	German ambulance		1/72
Nora Verner	F-8 Crusader	ESCI	1/72
Bob Maderich	Corvette C5-R	Revell	1/24
""	Yamaha M1 GP M/C	Tamiya	1/12
Steve Jantscher	Cromwell	Tamiya	1/35
Merrill Anderson	Nieuport 25	multiple kits	1/48
""	DH-9a	Macqette	1/72
""	Neiuport 17	Revell	1/72
""	Sopwith Dolphin	Copperstate	1/48
""	Sopwith Snipe	Pegasus	1/72
""	Boeing F4B	Monogram	1/72

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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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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