



Heller 1/72 F-94B
by Frank Cuden

CHECK SIX
Hanging Out at the Hobby Shops
by Noel Allard

Since Johannes has written a very interesting couple of stories about his early hobby-shopping, I thought I would add a bit of historical background about Twin City Hobby Shops. (Ken Ring could do

this even better).

As a lad, my father took me around on Saturday mornings with him as he visited his favorite hobby shops. He was a model railroad and toy soldier guy. My dad's favorite places were Lyndale Hobbies on 54th and Lyndale in South Minneapolis; the original Woodcraft Hob-

bies on Lake Street and Bryant, and Thayer and Storm Hobbies on 50th and France. Between those three shops, I was lucky enough to have a dad who realized that his young son shared his interest in miniatures and bought me an occasional model airplane. At Woodcraft, dad and I were known to the owner

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TCAH This Month

The monthly meeting will be held Saturday June 13, 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.

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Claude Newman, and during the time that the shop sponsored the Saturday morning hobby show on TV with Mel Jass as emcee, I was fortunate to have been given a control-line model with .074 gas engine to build and show on the program. Which I did!

At 50th and France, the wonderful shop was owned by Arnie Storm and he and my dad imported Micro-Models from England. MicroModels were tiny card-stock models of a variety of things—mostly English, like castles, railroad cars, famous buildings, etc. Each about the size of a double deck of cards. They had to be cut out with an Xacto and glued together. I bought a ton of old Dinky Toys and model airplane kits there over time.

Later, in the 1960s just about the time TCAH was getting organized, one of our staunch members was Ken Ring, and his dad owned a wonderful tiny shop on Cedar Avenue that was jammed from ceiling to floor with old stuff...just what I loved. I began collecting model kits and scrounged about everything old that Mr. Ring had. My kit collection is a story in itself, but I have to tell the story about the origin of Custom Model Hobbies. The story began one Sunday when my wife and I were driving down Lake Street, having visited the Sears store on Chicago Avenue. My wife suddenly said, "Hey have you ever been in that hobby shop back there?"

"Back where?" I asked. "There is no hobby shop back there." "Gee, I thought I saw a hobby shop sign in a window." Well, curiosity being what it is, I zoomed around the block and there, to my astonishment was a storefront shop with a huge sign in the window reading, "HOBBIES. Opening Monday" I parked and squinted through the window and all I could see were tables and racks of the most enticing vintage model airplane kits you could imagine!

Needless to say, I was back

there waiting for the store to open Monday morning (work be damned!) When the proprietor opened the door, I rushed past him and began stacking kits in piles at the checkout counter...they were all at garage sale prices! Imagine Comet, Megow, DynaModel, Strombecker, Allyn, Aurora, Monogram Speedibits and Superkits, and the early Revell kits. I bought \$200 worth and went back again that day and spent another \$100. (The kits were all less than \$1 apiece!) I wiped out the really vintage 1930s and 1940s kits. I told a friend of mine, Reed Anderson about the place and he went in and bought a couple hundred dollars worth. What had happened was that a gentleman by the name of Anders Reitan, a former Snelling Avenue hobby shop owner, had closed his shop some fifteen years before and now had rented a storefront shop on Lake Street to sell off his old inventory. If it hadn't been for my wife's tip – I would never have known of this treasure trove of goodies. So, how does that relate to Custom Model. Here's the skinny. When we buffs had bought out all the really old kits, Reitan wholesaled the remaining inventory to the Ray Schroeder family and it was moved first to Cedar Avenue, then to Minnehaha Avenue and became the kit stock of the famous Custom Model Hobbies. And, there was still lots of old stuff left as you all know. Bernie Fletcher was store manager. (I'll save the Bernie Fletcher story for another time) .

Hub Hobbies actually started at 66th and Lyndale (the HUB shopping center). It was a fun place to go, but the hobby was changing, kits were skyrocketing in price. Thank heavens for the Hub, though; without it there wouldn't be many places to go on a Saturday morning just to drool!



Airline Chatter

by Terry Love

Delta Airlines lost \$794 million in the first quarter of 2009.

United airlines lost \$382 million in the first quarter of 2009.

Jet Blue earned \$13 million in the first quarter of 2009.

U S Air lost \$103 million in the first quarter of 2009.

Continental airlines, United Airlines and U S Air have all cut the number of flights to Mexico due to the Swine Flu outbreak.

Turkish Airlines ordered 5 Boeing 777-300ERs valued at \$1.36 Billion.

Airbus has accepted "custom requests for deferrals" by cutting the production rate of the A-380 jumbo jet through 2010. Airbus is cutting their deliveries from 21 to 14 aircraft this year.

Federal Express wants to be using 30% biofuel by 2030.

UPS parked all of their Douglas DC-8-70s on May 13. This will be the last time that most of these DC-8s will fly. There were 49 of them. They are stored at Roswell, New Mexico. All had CFM-56 engines on them.

Boeing announced that 25 Boeing 787 Dreamliners were cancelled in May, but they took 18 new orders in May. For the year, Boeing has received 58 orders and 57 cancellations for the 787.

American Airlines wants to keep its international routes and agreements, but there is not enough traffic on certain routes. Therefore, American Airlines has reconfigured 18 of its 124 Boeing 757s for those international flights. American recently reconfigured all of their Boeing 777s for international routes. American has 47 Boeing 777s. Two

years ago, American reconfigured all of its fleet of 58 Boeing 767-300s for international service. Next year, American will reconfigure its fleet of 15 Boeing 767-200 aircraft for long-haul domestic routes. Also American will reconfigure its fleet of the remaining 106 Boeing 757s this year.

Airbus has sold 550 Airbus A-330-200s with 340 of them delivered. Airbus builds them at the rate of 8.5 aircraft per month.

Japan Air Lines will layoff 1200 employees in the next 12 months.

Air Tran has become the first airline to offer Wi-Fi wireless, broadband Internet access on every flight. Air Tran is equipping their entire fleet of Boeing 717s and Boeing 737s – all 136 jets.

Boeing announced that the first flight of the Boeing 787 Dreamliner will be in June, followed by a nine month flight test program. Boeing has 861 orders worth \$144 Billion for the new airliner.

Airbus announced that China has assembled its first Airbus A-320. China will produce four per month. The first Chinese built A-320 will be delivered to Sichuan Airlines. China now has the most modern up-to-date technology on how to build large aircraft.

Delta Airlines (ex NWA) Airbus A-320, N311US, fleet number 3211, sustained a tail strike on May 5 at Denver. It had already been painted in the new Delta Airlines color scheme. The airframe sustained a 3G load upon landing. There is major structural damage to the aircraft. It seems likely that this 18 year old aircraft will be written off. If so, it will be the first write off in the new name and color scheme. There were no injuries, and the aircraft taxied safely to the gate upon landing.

NordicCon Update

by Sean Brzozowski

NordicCon Vendor Coordinator

It's official :). We have a date, a place and a price for tables. This year's NordicCon will take place on September 19th in the same place as last year (North Aire Banquet Hall). Price of vendor tables also didn't change from last year: 3"x8" tables will cost \$25/table for members and \$35/table for non-members. Reserve while they're hot :).

We didn't finalize the layout yet, but we're thinking about adding a few more tables for vendors.

If you wish to reserve the tables, please let me know via e-mail and send the check made to TCAH to my address:

1875 107th Ave NW
Coon Rapids, MN 55433

As always, please feel free to contact me if you have any questions. You can either e-mail me @ szczesnyb@gmail.com or call me @ 763-670-8633. Information about the show is also available on our website: <http://www.aerohistorians.org/nordiccon2009.html>

Thank you,
Sean Brzozowski
NordicCon Vendor Coordinator



THE IPMS TWIN CITY AERO HISTORIANS ANNUAL MODEL CONTEST



September 19th, 2009 (Saturday)

At the North Aire Banquet Hall
6831 Highway 65 NE (Central Ave), Fridley, Minnesota
(2 miles north of intersection of Hwy 65 and I-694)

This year's theme:

Categories:

Juniors
Aircraft
Military Vehicles
Figures
Ships
Automotive
Sci-Fi
Real Space
Dioramas
Miscellaneous
(complete list available online)



Special Category Awards:

Best Competition Car
Most Unique Model
Best National Guard
Best Figure
Best Polish Subject
Best F-4 Phantom
Best Captured Aircraft in
German Markings
Best Vac-form or Resin Kit
Best Smaller Nationality
Military Subject

Models that show a subject at a specific time. The model does not need to be in a diorama. But the date must be described on the registration form. All models will be part of their regular contest categories, so they will be both eligible for regular and theme awards.

Registration: **9:00 am - 12:30 pm**
Awards Presentation: **3:00 pm - 4:00 pm**
Entry fee: **\$10** (unlimited models)

Vendor Room will be open from 9:00 am until the end of the show.

For additional information about hotels, vendor accommodations, etc., please contact:

NordicCon Chair:

Bob Maderich
612-378-2687
robmaderich69@yahoo.com

Registration:

Larry Donovan
(651) 501-4755
tang1win2@usfamily.net

Vendors:

Sean Brzozowski
(763) 670-8633
spitfire.mk5b@gmail.com

For more information go to www.aerohistorians.org

**“Memories from 652 Mclean”
by Johannes Allert**

St. Paul was a bustling city in the 1920's. Located along the banks of the Mississippi River, as the center for State Government, it was also a bee-hive of activity for commerce and transportation. Looking from the heights of the Mounds Park neighborhood, it provided a panoramic view and a per-



fect backdrop to the residents who lived up there. In the 1920's, the Mounds Park neighborhood consisted of white, middle-class workers who lived in fairly large houses. Most were second or first generation Americans of German, Irish or Scandinavian descent. Directly below the heights and across the river from Mounds Park, lay the St Paul Airport (later named Holman Field) where fledging Northwest Airways was in the middle of its third year of service, offering flights to and from the Twin Cities to Chicago using the Ford Tri-motor to transport its customers. Up until that time, they had flown over one million miles without fatalities.

Air travel was still considered a novel idea in the summer of 1929. Just 2 years before, Charles Lind-

bergh had made his solo trip across the Atlantic from New York to Paris, which helped opened the door for air travel. The creation of larger and better engines led to larger aircraft. The Ford Tri-motor became one of the first work horses in civil aviation. Among other new inventions, came the development of radio in 1920 which vastly improved communications in the air and on the ground. Beacons also sprang

up across the countryside to assist in navigation – all helped in the growth of air transportation, but despite these improvements, accidents could and still did happen.

Late on the afternoon of June 24, 1929 a Northwest Airways Ford Tri-motor NC7416 ship #30 was preparing to take off. Piloted by Edwin Middagh (who had 4,000 hours of flying time under his belt), the aircraft contained six passengers and 18 year old steward, Robert Johnston. The weather that day was clear and warm with light winds. The plane taxied down the runway, then lifted off on its final leg to Minneapolis.

Just as the aircraft cleared the field and gained altitude, something went terribly wrong. The right engine sputtered then, suddenly came to a stop, followed in quick succession by the center and then the left engine. In a desperate attempt to save his passengers and crew, Edwin Middagh swung his Tri-motor back towards the St Paul Airport to land his aircraft. Unfortunately, his Tri-motor had neither the power nor the lift to make it back to the field. The aircraft came down hard, clipping two houses on River Street. Upon impact, the aircraft broke into



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three pieces and came to rest on the corner of River Street and Mounds Boulevard. The first one out of the aircraft was the steward, Robert Johnston, who managed to kick open one of the windows and crawl out. After assisting the passengers, he went to help the pilot,

scene. News quickly spread throughout the neighborhood and the surrounding community of the accident, and it was not long before the whole area was clogged with traffic and bystanders. Once the fire was put out, some onlookers stormed the wreckage looking for souvenirs pulling out anything that



but it was too late. Edwin Middagh was knocked unconscious upon impact and as the steward went to extract him from the wreckage, the cockpit caught fire, and the pilot burned to death. All passengers on board suffered injuries and were taken to local hospitals for treatment. Four local residents were injured by burns they received while trying to assist with the rescue efforts when the aircraft caught fire. Another resident was slightly injured when the plane crashed, its wing taking out the front porch where the person was sitting.

My father, Charles H. Allert, (9 years old at the time), was outside playing with his younger brother Wm. Donald Allert and their friends by their home on 652 Mclean when they saw the aircraft go down and heard the crash. My father stated that they were the first on the

wasn't nailed down. Local neighborhood kids sold pieces of the wreckage to the crowds of people coming to see the crash. Complaints were officially lodged by the residents of the neighborhood because of all the damage done to their property by outsiders who, in their zeal to get to the crash site, tore down fences as well as trampled over their shrubbery and flower gardens. Police and Fire Fighters as well as a recovery team from Northwest Airlines found it virtually impossible to rope off the area let alone get to the site and eventually requested assistance from the 109th Aero Squadron based near Ft. Snelling, to help with crowd control. Even with the additional manpower, the area stilled remained clogged with people and traffic well into the evening.

By the following day, a joint investigation by F.H. Longeway, air-

craft inspector for the U.S. Department of Commerce and Charles "Speed" Holman, Operations Manager of Northwest Airways confirmed that the air crash was due to engine failure and their report was quickly sent to Washington D.C.

Exactly 80 years have passed since that tragic day in June. Shortly before my father's death in February, I showed him the photographs taken the day of the crash. Even at that late stage he perked up and was interested in the photos that I had located, courtesy of the Minnesota Historical Society online web site. He had told me of the story a couple of times as I was growing up, and had even taken me to the location once long ago. In the photo, there are clusters of youth around the perimeter of the crash site. I can't help but wonder if my dad, his younger brother, and their friends are among the crowd. After his passing, I wanted to go back to his old neighborhood and attempt to locate the sight and see what the area was like now. Before I could do that, I had to lay the groundwork and do some research. My lifelong friend, Ken Hornby, came along for the ride and to assist in whatever way he could. Our first stop was to the Minnesota State Historical Center where they not only provided courteous assistance, but valuable information as well. I found most of accounts in the St. Paul Pioneer Press to be well written and they helped shed light on the event, as well as the reaction and problems encountered by the emergency response teams of that era.



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After making copies of the Pioneer Press, we headed off to Mounds Park. In 2009 the homes in



the neighborhood look older, and the population diverse. As we drove around, we saw a number of homes undergoing renovation. Dad's old home on 652 Mclean looked familiar, but the color has changed and the greenhouse where his mother would start her

plants and flowers for the growing season had been replaced by a wooden deck. Our biggest problem we encountered was that we could not find the elusive River Street. Ken Hornby spotted an older gentleman sitting on his front porch enjoying the spring day and suggested we pull over and ask him for directions. It turned out to be a good suggestion because the gentleman turned out to be Mr. Steve Trimble, the unofficial historian and editor of the neighborhood newsletter. Mr. Trimble informed us that, for whatever reason, River Street had now been changed to Wilshire Street, and that it was a mere 2 blocks away.

Upon arriving at the site of the former accident, neighbors living there pointed to the exact location of the accident as well to where the original black & white photos were

taken which was from the second floor of the home across the street.

The lot where the Tri-motor crashed is now occupied by stucco and brick home that was built in 1939. All in all a good visit, and it was nice to know that through the years the new people in the neighborhood were aware of some of the history of long ago. My advice to anyone is that if you are interested in something, put on your "History Detective Hat" and do some sleuthing!

References:

Photos courtesy of the MN State Historical Society
St. Paul Pioneer Press - Vol. 76 Issue 176 & 177
Mr. Steve Trimble
Mr. Charles H. Allert – R.I.P.
(Thanks Dad!)



On May 2 and 3, 2009, American Wings Museum at the Anoka County Airport in Blaine had a series of demonstration runs of their 1909 Gnome rotary aircraft engine. And yes, the cylinders DO go around with the prop. The restoration job is beautiful, and this is the only running example of this model (Gnome 50 hp 7 cylinder) in North America.

In the background is a Northrop F-5E, formerly of the U.S. Navy Aggressor Squadron once based at Miramar, CA (aka Top Gun). The camouflage pattern is known as "Grape".

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 Dave Nelson at 651-765-1914.

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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