

# The Aero Historian



Volume 44 Number 11

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

November 2010



**A-12 60-6931 (aka Article 128), which was on display at the Minnesota Air National Guard Museum for 15 years, is now a gate guard at CIA Headquarters in Langley, Virginia**

## **Bye-Bye Blackbird**

*By Jack Mugan*

It never ceases to amaze me how many different roads a hobby like ours can take you down, and how many different people you can meet during the journey. Recently, while packing my hobby stuff for our upcoming move, I ran across some old photos of one such adventure, a great adventure actually, which I

would like to share with you.

A close friend and fellow modeler/photographer/author Jim Goodall, decided one day in the summer of 1989, that the Minnesota Air National Guard Museum, who hosted our Twin City Aero Historian club meetings, would benefit immensely if he could obtain an A-12 Blackbird that he heard was available from Lockheed. Jim

was always a big fan of spy planes and a walking encyclopedia on the "Skunk Works". Now the Air National Guard Museum in Minneapolis is a bit of a stretch to house a "CIA Spy Plane", but Jim managed to convince the General in charge of the museum, no small feat in itself, that it would be a great draw to the public, and would surely help increase foot traffic

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## TCAH Officers

**President**, Larry Donovan

**Vice-President**, Merrill Anderson

**Secretary**, Mark Jacques

**Treasurer**, Dave Hueffmeier

**Historian**, Tom Norrbohm

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## TCAH This Month

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



## From the Prez

*by Larry Donovan*

Hello and welcome to the November 2010 President's column!!

First a sound effect: PLING! Yep the sound of another part of a Platz F-8 Crusader "lemming" off into the carpet. With two Ott lights and good flashlight I have been able to find most off these escapees. Not all. But most.

It is that time of year, once again. Nights come earlier. Those outdoor "honey-do's" are slowly becoming a distant memory (at least until the snow flies). Time to catch up on one's modeling in earnest. I do not know about others but I **must** have some form of MAHDD-Modeling Attention Hyper Deficit Disorder. As if I do not have enough on my plate with a job search, physical therapy, carrying out my "chef" duties, treasurer of the Homeowners' Association, I also have the sheer audacity to be working on four models. Any of our other brethren have the same problem? Methinks this is more widespread---maybe we should apply for some government research money, before it is gone, and do an in-depth study?

As Little Richard would say "Good golly Miss Molly", we have a lot going on the next three months, it is truly an action packed calendar! To summarize:

1. **Dues** are due. Our hardworking Treasurer will accept payment starting at the November meeting. The club voted in October to "hold the line" on dues; still only \$10, \$5 juniors and seniors. When you realize that at a couple of hobby stores membership gets you

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## Secretary's Notes

*by Mark Jacques*

The meeting was called to order at 1:30PM.

**Guests/Visitors:** Our guest speaker, Captain (ret.) Ken Volker joins us again this month, and a couple of guests.

**Vendor update:** Nothing to report this month. Axel, Greg, John Roll and Winston had other (family) commitments. John Roll will be at the November meeting but due to the auction will be bringing only stuff that people have ordered.

See later in the newsletter for a detailed list of the display of workmanship from our "On the Table", as presented by Mark Rossman, followed by Mr. Volker's presentation on his service with VF-51 "Screaming Eagles" during 2 cruises in '71-'72 and '73 aboard the U.S.S Coral Sea. This presentation covered an overview of carrier operations and the various missions performed by the various aircraft types/squadrons during the '72-'73 cruise.

The following themes, their schedule and their sponsors are as follows:

- November 2010 – no show table – the annual club auction,
- December 2010 – no show table – the 2010 annual club contest,
- January 2011 - "Mustang Round-up" – Dave Hueffmeier,
- February 2011 - Color Table "Red" – Greg Drawbaugh,
- March 2011 – no show table topic selected, nominations for the 2011 Club Awards,
- April 2011 – no show

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## Airline Chatter

by Terry Love

Southwest Airlines might purchase Sun Country Airlines.

Cathay Pacific Airlines ordered 6 more Boeing 777-300ERs for about \$1.61 Billion.

Southwest Airlines bought Air Tran for \$1.4 Billion. The combined airlines will have 43,000 employees, and flying more than 120 million passengers annually. The new airline will have an all Boeing fleet of 685 aircraft, including 401 Boeing 737-700s, 173 Boeing 737-300s, 25 Boeing 737-500s, and 86 Boeing 717s (formerly Douglas DC-9s). The average age of the fleet is about 10 years. Together they will fly into 106 cities. Currently Southwest Airlines has 3200 daily flights to 69 cities. Air Tran flies to 71 cities – mostly east coast, Midwest, and the Caribbean. They were previously named ValuJet.

Mexicana Airlines went belly up a short time ago. Boeing reclaimed 20 Boeing 717s (Douglas DC-9s). Boeing wants to sell them to Southwest Airlines to enhance their ex-Air Tran fleet. Air Tran had 86 Boeing 717s in their fleet.

Fed Ex ordered 2 more Boeing 777 freighters valued at \$500 million.

Boeing announced that the 6<sup>th</sup> Boeing 787 Dreamliner has now flown and will join the test fleet. The 787s have now logged almost 650 test flights, and almost 2,000 hours of flight test time. Boeing said that over 4,000 of the ground tests have also been completed. About 65% of all tests are now done for the certification from the FAA.

American Airlines is recalling 545 flight attendants. All are formerly TWA flight attendants. Very few are expected to return. Also American Airlines is recalling 250 pilots.

Boeing delivered 124 commercial aircraft in the third quarter of this year. 100 of them were Boeing 737-800s.

JAL, in the middle of bankruptcy restructuring, sold all 19 of their Boeing 747-400s.

Sun Country Airlines flew 417 military charters last year for a net charge of \$20.2 million. Sun Country operated 1071 flight segments for a total of 2947 flight hours for the military. Sun Country was second only to Delta Airlines in revenue for military charters. Delta Airlines received \$28 million in military charter business last year.

Boeing delivered its 100<sup>th</sup> Boeing 717 model (latest Douglas DC-9 variant). The 717 has 162 firm orders.

Airbus announced that they will decide by the end of the year whether to re-engine their A-320 series of airliners or design a new narrow body, single aisle replacement.

Emirates, the Arab airline from Dubai, UAE, has announced that they are planning on a fleet of 120 Airbus A-380 super jumbo jets at about \$300 million each. This fleet could eliminate a lot of competitors who cannot afford the Airbus A-380. This means that a lot of the legacy airlines of Europe may be doomed.

American Airlines earned \$143 million in the third quarter of this year.

United Airlines earned \$387 million in the third quarter of this year.

Continental Airlines earned \$354 million in the third quarter of this year.

Southwest Airlines earned \$205 million in the third quarter of this year.

Delta Airlines earned \$363 million in the third quarter of this year.

American Airlines used to be the “big kid on the block.” Not any more. They are now number three in size, and slipping. With “merger fever” in the air in the airline business, look for American Airlines to start merging with LOTS of smaller airlines like Jet Blue, Alaska, or Frontier.

Boeing announced on October 15, that they received an order for 30 Boeing 737-800s valued at \$2.1 Billion. Also, last week, Boeing received another 40 aircraft order for the Boeing 737-800. Both came from undisclosed buyers,

Boeing says that as of October 15, they have received orders for 422 airliners – nearly three times the orders that Boeing received for all of 2009.



## Upcoming Model Events

by Mark Jacques

**13 November 2010 – 28<sup>th</sup> Annual IPMS/Butch O'Hare Open Model Contest** – The IPMS/Butch O'Hare @ St. Paul's Church of Christ, 5739 Dunham Road, Downers Grove IL, contact John Wendt at 630-969-9016 or jwendt001@comcast.com or www.butchoharemodelers.com

**12 February 2011 - 2011 "Hope It Don't Snow Show"** – IPMS 5-33 Zumbro Valley Scale Modelers @ Ramada Hotel and Conference Center, 1517 16<sup>th</sup> St. SW, Rochester, MN, contact George Romano at 507-281-4175 or romano@infonet.isl.net

**5 March 2011 – The Cabin Fever Classic** – Red River Scale Modelers @ West Acres Regional Shopping Center, 3902 13<sup>th</sup> Avenue, Fargo, ND, contact Tom Kavanaugh at (701) 241-9568 or Kavanaugh@cableone.net or visit the club website at <http://ipmsrrsm.webs.com>

**21 May 2011 – Boots and Treads II** – Minnesota Military Figure Society/AMPS @ Fleming Field Municipal Airport Terminal Building, 17345 Henry Street, South Saint Paul, MN. Registration begins @ 9:00am; Admission opens @ 10:00 am. <http://mmfs.wetpaint.com>

**3 – 6 August 2011 – IPMS/USA National Convention: "Omaha by the Sea"** – IPMS/USA @ La Vista Convention Center, Omaha, NE contact: [www.ipmsusa2011.org](http://www.ipmsusa2011.org) or email [omahabythesea@cox.net](mailto:omahabythesea@cox.net)

**24 September 2010 – Nordicon 2010 - "Theme to be Announced"** – Twin Cities Aero Historians @ Knight of Columbus Hall, Fridley, MN. [www.aerohistorians.org](http://www.aerohistorians.org)



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table topic selected, the 2011 annual Club Awards presentation and feast,

- May 2011 - "Hawks" - Dave Hueffmeier.

**Nordic Con 2010:** Nordic Con 2010 resulted in 95 entrants displaying over 431 subjects. As several have stated, the quality of workmanship on display made judging quite challenging. Congratulations to all who came away with awards. Matt Usher from Fine Scale Modeler was favorably impressed with the amount and variety of entries. The raffle and silent auction appeared to go over well. Great job John R. Ross and thank you to Productivity Inc. for the use of their facility! The venue for next year's Nordic Con is established for the Knight's Hall in Fridley the weekend of the 24<sup>th</sup> of September 2011. Anyone willing to share photos taken at NordicCon, please forward them to Sean Brzozowski.

**Old business:** No old business was raised. The amended Constitution and By-laws will be accepted and signed at the December 11, 2010 meeting by the next slate of officers as elected at the November 13, 2010 meeting.

**New business:** Initial candidates for club officers (President, Vice-President, Secretary, Treasurer and Sergeant At Arms) for the November elections are:

President: Larry Donovan,

Vice President: Merrill Anderson,

Treasurer: Dave Hueffmeier,

Secretary: Mark Jacques

Sergeant At Arms: Jeff Kurth.

Sean B. was informed of his nomination for Sergeant at Arms but due to his webmaster duties chose to decline the nomination.

The annual question of the dues amount was raised. The motion was made to maintain at the current \$10 fee for regular members. Since a quorum was not present, the vote on the motion is tabled until the November 13, 2010 meeting. The vote on the dues amount will be taken at the beginning of the November meeting along with any additional nominations for club officers. Following the close of nominations, the vote for club officers will be taken. Following the business, the fun shall begin – on with the annual club auction! So bring in your shelf of doom queens to refresh the SSR (to borrow a turn from John R. Ross) – the Strategic Styrene Reserve!

It is getting time to consider refreshing our display case with some new examples of our club's craftsmanship. Maybe those award winners from Nordic Con might consider displaying their craftsmanship?

Remember: December is the Annual "Robert Maderich II" Club Contest open to club members for any kit completed in 2010; Bob Friskney will present "Fun at FedEx/Kinkos" in January 2011.

No other new business was brought up.

For those wishing to receive a hard copy of the Treasurer's report, please contact Dave Hueffmeier. Copies of the club roster are available from Mark Jacques on request.



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10% of your purchase, you can get that \$10 back in no time!

2. **Elections** will be in November meeting. Elsewhere in this newsletter you will find a list of candidates, including the new office of Sergeant-At-Arms. Remember only current members may vote club officer. Ballots will be passed out at the beginning of the meeting.

3. **Club Auction** will also be in November. This hallowed tradition, bidding frenzy, and just outright fun will begin immediately after the ballots are distributed. The great cast of auctioneers will once again try to tempt you with a, hopefully, wide selection of goodies. **Bring models, decals, books, and accessories. The more the merrier! Give until it hurts, you'll probably bring home enough to replenish your stash!** One change in this year's auction is designed to relieve our hard-working, underpaid club Treasurer: we will be unable to "hold" or accept "post-dated" checks. This ensures proceeds are promptly deposited ASAP with a minimum of bookkeeping. Your assistance in this is deeply appreciated.

4. **The Annual Bob Maderich Club Contest** will be the theme of December's meeting. Any model built or completed in 2010 is eligible. Oh, wait, Bob is not quite dead yet. Hey, it did not say "**Memorial Contest**".

5. **Guest Speaker** for January 2011 meeting will be our own Bob Friskney, in a 20 minute presentation.

And, see elsewhere for the theme showtables coming up; lots of great ideas to have fun in

our modeling endeavors.

So, as I said we have a very full couple of months coming up. It is a cornucopia for us modelers!! See you at November's meeting!



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through the door.

The next hurdle Jim faced was getting the entire Minnesota Congressional Delegation made up of five Democrats and five Republicans to sign off on the project, something that had not been done in the past twenty five years. Jim got it done.

Locating a Blackbird is difficult enough, but getting it to Minneapolis is something else altogether. Jim was always very well connected in military circles and wasted little time getting the ball rolling once he got the green light.



A C-5A Galaxy transport plane was recruited from the New York Air National Guard, which solved most of the transportation problems, however it was determined that the A-12 was going to require some surgery to squeeze into the Galaxy. This was going to require an additional trip for a crew to go out to Lockheed in California to clip the wings and engines off Jim's Blackbird.

My involvement with Jim's

project started when Jim decided he wanted a logo designed for his "Recovery Team" to be used on team T-shirts, hats as well as support vehicles, and knew I had access to the best resources to make that happen.

In no time at all, Jim had rounded up a twelve man volunteer crew from the Minnesota Air National Guard roster, and commandeered a C-130 for the one week trip to California to remove the engines, outer wings and the outside wheels from the main landing gear. They loaded up 18,000 pounds of equipment and tools and headed west. Jim also convinced a Pontiac dealer in California to loan him three new black SUVs, on which he applied the logos I had provided, and used them for the team transports. Did I mention Jim was great at selling his ideas to just about anyone?

I started talking to Jim about doing a documentary video of the project and he thought that would be fun. Now it was my turn to get on the phone and to come up with a production crew I used when producing commercials in California. They liked the idea as well, and all the arrangements were made for them to provide me with all the raw footage of the de-construction, loading in California and unloading in Minneapolis of the Blackbird saga.

Arriving on October 10, the recovery team set about removing the engines and outer wings of the A-12. This was a huge job requiring the removal of 2400 screws from the top of each wing and drilling out another 2400 Titanium screws from the bottom of each wing. Cutting through the 18 main beams on

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each side required the use of a K-12 Rescue Saw. Worldwide Aircraft Recovery, who does the work for the Smithsonian Museum, took 6 ½ weeks on a similar project but it only took 2 ½ days for Jim's team.



October of 1991 found us all standing on the tarmac of Lockheed's Plant 10 and the Air Force Plant 42 in Palmdale California waiting for the C-5A, the largest air transport in the American inventory, to arrive. It was HUGE as it pulled up to our small group, knelted down and opened its gaping jaw as if it were going to have us for a meal. This was really an impressive sight and worth the trip in itself.



Somehow the word got out about the departure of this A-12 Blackbird, and a couple of folks

came out to say good-bye to the #128 bird. One of the visitors was Torrey Larson who was a structure guy from the Skunk Works, and another visitor was Jim Eastman, the fourth pilot to fly the A-12, and the first pilot to fly in the YF-12A. Both gentlemen had many stories to share with us about the Blackbird program. Jim Eastman shared a few of his adventures in the A-12 including his near miss of losing the plane during a sustained Mach 3 test flight. To say he had our undivided attention would be an understatement.

Before long the Blackbird was towed over to our area with Jim riding in the cockpit, a huge grin on his face, knowing his dream was about to come true. The plane was carefully eased into the cavernous belly of the Galaxy with inches to spare. Jim got permission to scavenge a couple of gages from a two place Blackbird parked near by to complete the instrument panel, and off we went to Minneapolis.

Arriving in Minneapolis on October 29<sup>th</sup>, we were greeted with 34-degree temperatures, a driving rain and the beginning of

a record breaking Halloween snowstorm. The Minnesota Twins had just won the World Series, so there was no press there to meet us. The bad weather did not stop Jim from riding in the cockpit of the Blackbird as it emerged out of the Galaxy into the cold wet rain.

The project of reconstructing the A-12 began in the spring of 1992. The aircraft was completed and put on display at the Minnesota Air National Guard Museum on July 18, 1992. The port side fuselage was painted with black shield with red tail numbers and no national



insignia, while the starboard side had a national insignia and the tail number 06931 in white. The aircraft remained on display for 15 years, until the CIA recently recalled the Blackbird to be a gate guard at their headquarters in Washington DC where it resides to this day.

I have shared this great adventure with you to illustrate what wild and crazy things can happen when people in a hobby start to think beyond club projects. Jim tapped into the Twin City Aero Historians and the Minnesota Air National Guard to realize his dream and we were all richer for the experience.

Oh yeah, the documentary ran for two years on Public Television. Today Jim Goodall has realized yet another dream having recently taken a job in

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Hawaii at the Pacific Aviation  
Museum as Associate Curator,  
located in historic Hanger 37 and

79 on Ford Island in Pearl  
Harbor.



### On The Table—October 2010

Modeler	Kit	Manufacturer	Scale
John R. Ross	F-4J	Hasegawa	1:72
John R. Ross	USS Enterprise "E"	AMT	1:2500
John P. Ross	A-4E	Hasegawa	1:32
John P. Ross	A-1H	Tamiya	1:48
Steve Macy	F-5N	AFV Club	1:48
Bob Maderich II	'64 Chevy Pick-up "Work Truck"	Revell	1:24
Jim Kloeck	B-24J	Hasegawa	1:72
Mark Rossman	F-4B VF-51	Hasegawa	1:48
Mark Rossman	MiG-21	Academy	1:48
Mark Rossman	TBM Avenger	Accurate Minia- tures	1:48
Don Stauffer	"270 Offie"	Scratch	1:6

## 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 1-494, 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

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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 Larry Donovan at 651-501-4755.

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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