

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

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 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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DRAW DECALS

The Aero Historian



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April 2010



B-17E at Lysdale Flying Service, Fleming Field, 1955

B-17s at South St. Paul by Noel Allard

Those of you who attend TCAH meetings at Fleming Field may be surprised to know that following WWII, the field was alive with B-17s and PB-4Ys among other ex-military aircraft.

The next time you arrive for a meeting, stand outside and imagine the sight of B-17s in the pattern and landing on the short 1500 foot paved circles meant for trainer landing practice. (As many of you know, the original

configuration of Fleming Field was two paved circles, used by the US Navy training squadron B, whose home was Minneapolis Naval Air Station.) Hard to visualize the B-17s? It was true. Jack Lysdale, the early operator of the field, who at that time held an authorization from the War Assets Administration to purchase ex-military aircraft and refurbish them for civilian use, was hard at work. His early purchases included BT-13s, PT-19s, T-50 Cessnas, L-2, L-3 and L-4 observation aircraft, T-6s and B-25s. In this story I would like to

focus on four B-17s which went through South St. Paul, were refurbished and sold to foreign and civilian US service.

The first to arrive at South St. Paul came in 1950, a B-17F, serial 42-30921. Lysdale bought this aircraft from Carlton College in Northfield, where it had been since 1946. It, along with a P-51 were being used for training mechanics. When those mechanics needed newer aircraft to work on, the B-17 became excess. Lysdale's crew ran up

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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 April 10, 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

Hard to believe that as I write this column the State High School Tournaments have come and gone with nary a trace of snow. The snow piles have gone, and even most of the flood threats have now subsided. And the temp could hit the 70s by the middle of the week. The days have grown longer, providing more "natural" lighting for those of us painting our models. Ah, it is good to be alive!

We had a great showtable at the March meeting, despite some, er, snafu as to the location of the meeting. Many apologies for this as it seemed the airport had scheduled another group in the meeting room that month. Because of the same conflicting dates, which for now cannot be resolved soon enough, we will meet this month (April) in the airport lobby. Hopefully this issue can be resolved ASAP. I do want to express my appreciation to the attendees of the March meeting for respecting those who were speaking. As I said in March, the meetings are about fun and seeing everyone, so I do not want to discourage conversations during the meeting. I just want to make sure the person who is talking, whether about his kit on the table, or a club topic/decision can be heard. Again, many thanks for your cooperation!! And do not forget that the May meeting will be our Annual Awards and Lunch, the latter provided by Jimmy John's (which seemed to please more than one or two palates last year!).

To paraphrase Jed Clampett, "there's a whole mess of contests" this month! There are three for April 10th: Fargo,
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Secretary's Notes
by Mark Jacques

The meeting was called to order at 1:20PM.

Welcome to Chad Thurman, who joined last month, Chad is a WWI aviation buff. And welcome to Jim Platt our newest member; Jim's interests are WWII ships (1:350 and larger).

Vendor update: Axel let us know about the new Schiffer publication "Achtung Mosquito" (sp?), Greg Drawbaugh let us know about 2 new releases (Iraqi C-130E (including one with Minnesota roots) and a 1:48 Widgeon set), John Roll informed us of several new items (including, but not limited to, the Dragon Bf-110D, Windsock Magazine, several Loon Models release, and many more – check out the Roll Models website for more details), Winston informed us of pending release of Bren Gun brand line of accessories in 1:144 scale.

See later in the newsletter for a detailed list of the display of workmanship from our "On the Table". Some of it from the theme for March is "I Was There – now where did I put those pictures I took during the open house days at Offut AFB in the late seventies..." 1970's aviation?

The **April** theme is Minneapolis-St. Paul International Airport – anything stationed there or flown through – includes the Air Guard and Fort Snelling.

The **June** theme is NASA/NACA – X-planes, Y-planes, and some just weird stuff (I'm just copying what Larry wrote back in March 2009).

The **June** challenge: build
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 to provide continuous air cover over a threatened convoy. By 1941 the duel for supremacy over the Atlantic began to turn in favor of the Allies and was furthered by the entry of the US into the war. The Germans made a last ditch attempt to turn the tide by equipping Condors with anti-shipping missiles, better defensive armament and airborne radar. But their numbers were too few to combat the ever-increasing might of the Allies.


This volume highlights a classic duel between opposing tactics, doctrine and technology, with the Germans attempting to field an airborne weapon that could intercept the Atlantic convoys, while the Allies attempted to provide an effective defense umbrella over the ships carrying vital war-time supplies.

Special Features:

- The Focke-Wulf Fw-200 Condor was the only four-engine, long-range aircraft in service with the Luftwaffe during World War II and is a popular subject with aviation modelers and other hobbyists.
- Includes plan views of the Fw-200 Condor and both of the Allied attempts to defend against the Condor: the Hurricane Fighter and the escort carrier.
- Specially-commissioned artwork in the Duel style includes battle scenes of the first Condor being shot down and a convoy being protected by an escort carrier as a group of Condors come in for attack.

DOOLITTLE RAID ON TOKYO

April 18 is the 68th anniversary of the Doolittle Raid on Tokyo in 1942. About 40 B-25s are still flying. Most will be at the 68th reunion of the survivors at the Air Force Museum near Dayton, Ohio. This will be the LAST reunion since there are only 8 survivors out of the original 80 flyers, and all of them are in their 90s.

Terry Love 

On The Table—March 2010			
Modeler	Kit	Manufacturer	Scale
Steve Macy	TA-4J	Hasegawa	1:48
Bob Maderich	Fokker D-VIII	Eduard	1:48
Bob Maderich	Lola T-93	Tamiya	1:20
Bob Maderich	'64 Dodge 330	Lindberg	1:24
Steve Erickson	P-40 Kittyhawk Mk III	Hasegawa	1:48
Frank Cuden	Boeing 757 with Draw Decals "Northwest Airlines"	Contrails	1:144
Frank Cuden	Constellation	Minicraft	1:144
Sean Brzozowski	IDF M-50 (Early) Sherman	Hobby Boss & resin	1:48
John Higgins	Super Puma	Heller	1:72
John Dunphy	P-51A	Hobby Craft	1:32
John Dunphy	F4F3 Wildcat	Hobby Boss	1:72
Mark Rossman	F-84E	Revell	1:48
Paul LeVvintre	M4A3 (105)	Tamiya w/resin 105 up-grade	1:35



PB-4Y-2G at Lysdale Flying Service 1958

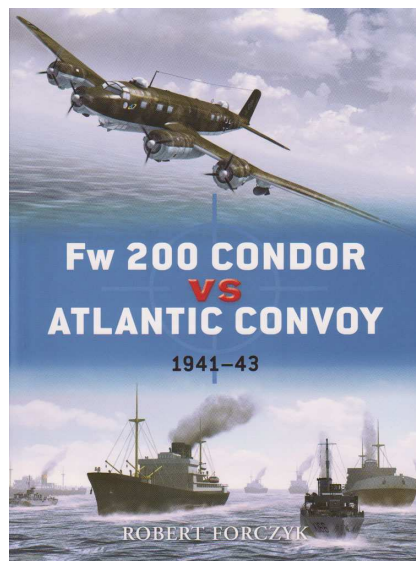
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tail caused by its being moved several times on the airport, being pushed by a bulldozer! A daunting task, but Lysdale was up to it and it soon arrived at South St. Paul. The plane was rebuilt in 18 months and sold for over \$100,000 in 1955 to Aero Service Corp. of Philadelphia, who in turn, delivered it to Arabia for aerial photographic work.

Lysdale acquired a fourth Fortress, TB-17F, 42-6073 (N17W) in 1954 from the University of California College of Aeronautics at Hancock Field in Santa Maria, CA. Lysdale sent a crew of mechanics to California to fix up the plane enough to ferry to South St. Paul. It was sold after refurbishment to Minnesota Airmotive of Minneapolis. It eventually ended up flying in Bolivia.

Lysdale Flying Service also brought two PB-4Y Privateers to the field as well. They were purchased from storage in Litchfield, AZ, brought to Fleming where their engines were removed, and the rest sold for scrap. Lysdale was only one of many operators around the

country with War Assets Administration licenses to purchase WWII surplus aircraft. Most of the larger airplanes were modified as forest fire patrol aircraft, or aerial photography platforms; smaller planes such as B-25s and T-6s were sold on the civilian private market. It must have been a very colorful ten year period at Fleming Field, one that I missed – living all the way over in South Minneapolis and only having a bicycle for transportation!



Book Review
Fw 200 Condor vs. Atlantic Convoy, 1941-43
 By Robert Forczyk
 (Review provided by the Publisher)

This is book number 25 in Osprey's "Duel" series, which provides accounts of machines of war pitted against each other and the combatants who operated them. Step onto the battlefield and immerse yourself in the experience of real historic combat.

With the fall of France in 1940, Germany suddenly had the opportunity to strike at poorly guarded Allied convoys. The Luftwaffe pressed into service the Fw-200 Condor, a plane that had originally been designed as a civilian airliner and the first plane to fly non-stop from Berlin to New York in 1938. After various modifications, the Fw-200 became the Luftwaffe's long-range maritime patrol and strike bomber. It was devastatingly effective; a single attack by five Condors on a convoy in February 1941 resulted in the sinking and damaging of 11 ships. Furthermore, the Condors passed on convoy sightings to the U-boats with devastating effect.

By the summer of 1941, the threat posed by the Condor was so great that Winston Churchill dubbed them "the scourge of the Atlantic." Losses to Condor attacks resulted in various crash efforts to find a solution to the predator. One solution was the Hurricane, a modified Hurricane that was launched by catapult from a converted merchant ship. But a more robust solution was required. This was delivered with the creation of the escort carrier

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Airline Chatter
 by Terry Love

United Airlines finalized its Boeing 787 Dreamliner order. United ordered 25 Dreamliners with a cost of \$4.2 Billion. United also has options for 50 more.

Southern Air transport (yes, THAT Southern Air Transport – yes, it was/is owned and operated by the CIA and/or another government agency) just received 2 new Boeing 777 freighters. They will be based in Southeast Asia (Bangkok). Southern Air transport presently operates 16 Boeing 747-200 freighters. Most freighter operations are based out of Miami, Florida.

Delta Airlines retired ex-Northwest Airlines Douglas DC-9-31, N8986E, fleet number 9993, msn 47402, to Marana Air Park near Tucson, Arizona on February 20. It has 88,640 hours and 80,984 cycles on the hull.

Delta Airlines retired ex-Northwest Airlines DC-9-31, N915NW, fleet number 9957, msn 47139, to Marana Air Park on February 13. It has 103,526 hours and 88,026 cycles on the hull. It will probably never fly again.

Allegiant Airlines is a low cost airline headquartered in Las Vegas. Presently they have 46 Douglas MD-80s and expect to have 52 MD-80s in service by the end of this year. They just purchased 6 Boeing 757-200s from a European airline. Allegiant plans to expand routes to at least Hawaii.

Turkish Airlines ordered 10 Boeing 737-800s and 10 Boeing 737-900 ERs. Value of the order is \$1.6 Billion. Turkish Airlines presently has 58 Boeing 737s in their fleet.

Jet Blue Airlines has delayed the delivery of 8 Airbus A-320s, but will accept 4 of them next year.

Boeing has 108 orders for the new Boeing 747-800 model. 76 of the orders are freighters, and 32 are passenger versions. This will take production to at least the year 2020. Not bad for an airplane that was designed starting in 1966 and first flew in 1969!! That is over 50 years!!!!

Delta Airlines is planning to "de-emphasize" Cincinnati as a hub city. Delta Airlines likes the Memphis hub city that they obtained in the merger with Northwest Airlines.

Delta Airlines will begin almost hourly flights this Spring from New York's LaGuardia Airport to Chicago's O'Hare airport.



(Continued from page 2)
 Madison, and Des Moines. And as an AMPS chapter I would be remiss in not mentioning the AMPS International Convention April 22-24 in Auburn Indiana (at the World War II Victory Museum). Several of our club members have attended the APMS Convention in the past and the one in Auburn (2008) was reviewed highly. I do request that those going to one of these shows bring some fliers for our Nordic Con Contest in September. If you do not have any fliers and you are going to one of these contests please email John Ross or me to get some. I also have some from the hobby shops I distributed to, so if you are going to the April 10th contests let me know and I can "snail-mail" them to you. Let's really get the word out about our

event, especially this year when we do not have a nearby club sharing our date.

One subject I do need to talk about this month is about dues. In December we decided to keep the dues the same rate as in 2009. Regular membership is \$10, Juniors/Seniors for \$5. To date we have quite a few members from 2009 who have not paid dues for 2010. Remember, those who have paid dues get the right to vote on Club decisions, pay the Club rate for tables at Nordic Con, and get discounts from our vendors not available to non-members. By the time you read this those 2009 members still owing dues have received a billing reminding them of this, and are asked to pay the Treasurer (the esteemed and very overworked/underpaid Dave Hueffmeier) by or at the April meeting. I (and, I believe the rest of the members) understand these can be tough times for some. If this applies in your case, please see or contact a club officer to see if an accommodation can be made in an extraordinary case. These conversations will be strictly confidential and I cannot emphasize that point enough.

Enough of "gloom and doom". I know I have waxed lyrically before on the topic, but I would like to relate three very good (and I'll admit very selfish) reasons for being in TCAH. First is obvious-I do not get out much as there is only so much time my very patient wife can "chauffer" me around. You know its love when your significant other will even take you to a hobby shop "for just some paint I need". But even putting such temporary problems aside, it is great to get together with friends, fellow modelers, and aviation

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Upcoming Model Events
by Mark Jacques

Upcoming Model Events
10 April 2010 – The Cabin Fever Classic - IPMS/Red River @ West Acres Regional Shopping Center, 3902 13th Ave S.W., Moorhead, MN.

10 April 2010 – Mad-City Model Contest – IPMS/Mad City @ the Radisson Hotel, 517 Grand Canyon Drive, Madison, WI.

10 April 2010 – 16th Annual Plastic Surgeons Contest – IPMS/Plastic Surgeons @ the Valley Free Church, 4343 Fuller Road, Des Moines, IA. www.ipms-plastic surgeons.com

17-18 April 2010 – Minneapolis – St. Paul Military Relic and Weapon Collectors Show – Progress Center Building, Minnesota State Fairgrounds, Northeast corner of Fairgrounds at Cosgrove St. and Randall Ave., Saturday: 8AM – 6PM, Sunday: 9AM – 4PM. For information: Bob Johnson, Battlefield Military Antiques & Bookstore, 952-920-3820. www.battlefieldstore.com

22 to 24 April 2010 – AMPS 2010 International Convention – The Armor Modeling and Preservation Society @ WW2 Victory Museum, Auburn, IN. 2010 Theme: "Bought & Forgotten". www.amps-armor.org

1 May 2010 – Plastic Model Contest and Show – The Lippisch Chapter IPMS @ PS Hangar at the Eastern Iowa Airport, 3411 Beech Way SW, Cedar Rapids, IA. www.ipms-usa-lippisch-chapter.org

15-16 May 2010 – 34th Annual Midwestern Model Ships & Boats Contest and Display - @ the Wisconsin Maritime Museum

in Manitowoc, WI.

29 May 2010 – Boots and Treads Show – Minnesota Military Figure Society @ Flemming 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>

6 June 2010 – 16th Annual NNL-North – 10:00 to 4:00 – RPM Minneapolis @ Bloomington Knights of Columbus Hall, 1114 American Blvd., Bloomington, MN 55420 www.RPMModelClub.com

17 July 2010 – NIMCON/ NORTHERN ILLINOIS MODELERS CONTEST – IPMS Lake Region Scale Modelers @ McHenry County College, 8900 U.S. 14, Crystal Lake, IL www.lrsm.org

4 to 7 August 2010 – IPMS/USA National Convention – IPMS/USA, West Building, Phoenix Convention Center, Phoenix, AZ www.ipmsusa2010.org

25 September 2010 – Nordicon 2010 - "Higher, Farther, Faster" – Twin Cities Aero Historians @ Productivity Inc., 15150 25th Ave. N., Plymouth, MN 55447. www.aerohistorians.org

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either a 1/72 HobbyBoss Snap-Tite kit, a 1/48 Pegasus E-Z Snapz kit or an Eduard "Week-end" kit.

EXTRA – EXTRA Update 3/18/10 (thanks to Ken Hornby): the final word from "Spook" Johns on the Pensacola trip through Sun Country Airlines. The date is Sunday, April 25th

departing from the Humphrey Terminal (or Terminal #2 if you have rocks in your head) at 0730 (7:30am) and returning around 2000 (8:00pm). That should give you about 7 ½ hours on the ground. Times were determined so as to avoid overtime for airport personnel. Flight number is SY145. Cost is \$220.00 + tax.

Mark Copeland let us know of the upcoming 8th Air Force Historical Society event "Gathering of Fortresses and Legends" to include ten – 10 flyable B-17's; \$235.00 will cover the event activities. Check out www.8thafhs.org website for more information.

For you ship modelers out there, Gary Anderson informed us that the Wisconsin Maritime Museum in Manitowoc Wisconsin is hosting the 34th Annual Midwestern Model Ships & Boats Contest and display on the weekend of May 15 and 16 (if I got the dates wrong, I'm sorry, I was tallying the votes for the various awards).

Nordicon 2010: According to Larry, Nordicon 2010 is progressing nicely. The ad is posted on the IPMS-USA website (thanks Bob). The committee will present further details as they become available.

IPMS-USA Nationals: John Roll informed us of a request by the IPMS-USA to sponsor an award/trophy for the upcoming Nationals event in Phoenix this August for \$85.00. The club voted to support a "Best of" award. John will update us later, or you can check the IPMS-USA website for the details.

Old business: No old business to discuss. Treasurer's report was given; for those wishing
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enthusiasts at least once per month. The club is also a great forum to get (and hopefully give) advice on subjects and techniques other members. In the last meeting I was able to get help on two techniques from fellow modelers and most deeply appreciate that advice. And, lest I forget the vendors, thank you Axel, Greg, John, and Winston. In that category I also include club members who bring items from their shelves of doom to sell at the meeting. And Johannes, if you are bringing more Cheap Stuff (remember this is a "family" newsletter) let me know so I can prepare my wallet...

Well there you have it, my random thoughts for this edition. If you are going to one of the contests on April 10th have a great time! I hope to see everyone else at Fleming!

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to receive a hard copy of the report, please contact Dave Hueffmeier. There are still a significant number of members delinquent on their dues. Copies of the club roster are available from Mark Jacques on request.

The results of the vote for the TCAH Annual Awards for 2009 are tabulated: Member of the Year 2009: to be announced by the select committee at the May awards presentation, and the Modeler, Historian and Newsletter of the Year 2009: you are just going to have to wait until May for the awards presentation.

Reminder: it was agreed by consensus to reschedule the annual TCAH Awards presentation and feast to 8 May 2010 with food from Jimmy John's.

If anyone out there has photos from last year's Nordicon event and would like to share them with the club, please forward them to Sean Brzozowski to post on our website.

New business: No new business was brought up.

Coming in September: Bob Friskney will present "Fun at FedexKinkos".

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the old engines, recovered the fabric control surfaces within four days and brought it to Fleming Field where they converted it to a photographic survey aircraft, overhauling the engines, and getting rid of all the military accoutrements. It was sold to the government of the Netherlands for aerial photography and was reported still in use in 1966.



B-17 in Lysdale Flying Service hangar undergoing refurbishment

In 1952 a second Fortress, a B-17E, 41-9210, was acquired from Honeywell by Lysdale. The airplane had been used for testing Honeywell's supercharger

controls, electronic autopilot systems and the Norden bombsight. The plane had been sitting at the old University Airport for years as a classroom for students from the University. Nicknamed "Old 210" the ship was likewise refurbished; the engines overhauled, and the interior civilianized before being sold to Kenting Aviation of Canada.

In 1953, a B-17G, 42-102542, was ferried to South St. Paul from Sioux City, Iowa. "Sioux City Sue" as it was nicknamed, had been derelict at the Sioux City airport for many years, and was in very bad condition. So much so that a local junk dealer would only offer \$300 for it. The plane was owned by the local American Legion, which had purchased it after the war and Lysdale bought it from them with the intention of cannibalizing it for parts. To ferry

it, Lysdale had to deal with missing and torn control surfaces, five years of bird nests in every cranny, and a smashed
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