

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 1:00pm.

See above for the new meeting locations and directions.

Mail Newsletter material and address changes to the treasurer.

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But now I've returned to the fold, and need an invisible joint before moving on to the paint job. (Note: Needing and achieving are not the same thing). I'm even searching for the perfect putty, or other joint filler. But, it's still a half dozen model airplanes spread across my workbench, all getting successive applications of filler. The ships and tanks on my shelf of doom are patiently waiting their turn, but it's the airplanes that vie for my attention. I guess they always will.



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August 2016



British Fairey Gannet T5
Wings of Steel

British Fairey Gannet T5
Anti-submarine aircraft, XT752
By Mark L. Rossmann
Photos by Mark L. Roddsmann
and Marty Agather

New Richmond Wisconsin Airport, Hangar 13-3 about 40 miles east northeast of St. Paul Mn. The Wings of Steel a Non-profit foundation was founded to educate, share and pass down to our current

and future generations the importance of aviation history, its dying skills, and need to commemorate the people and their machines that shaped the lives through past decades up to this current day.

This is the home of the last flying and rare British Fairey Gannet T5 an anti-submarine aircraft, XT752. "Janet" is her nick name, the foundation provides the public and

enthusiasts a glimpse into the day to day care and operation and preservation of this rare historic aircraft.

"Janet" has an incredible list of credits to her history:

1) The world's first and only prototype dual control trainer in 1954.

2) Ten years later, she was

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TCAH Officers

President, John R. Ross
Vice-President, Robert Maderich II
Secretary, Marty Agather
Treasurer, Dennis Strand
Historian, Tom Norrbohm

Newsletter Info

Article Submission Deadline: 22nd of each month

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Send Change of Address Notice to:
Dennis Strand

TCAH This Month

The monthly meeting will be held Saturday August 13, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.



From the Prez by John R. Ross

It's the middle of summer and be careful if you've moved your work space outside, sitting in direct sunlight could do serious damage to your latest project. Yes, these are the days many of us have to remember when the temps are frigid outside...

Our NordicCon plans are moving along, we have some great things planned for this year's event, including a number of seminars, Make-N-Take, lots of vendors, the raffle & silent auction and believe it or not a model contest. As usual the TCAH is responsible for judging the Aircraft in the event. Bernie Kugel is the head judge and is looking for volunteers to help judge, so please give this some consideration. All of the other clubs have plenty of judges for their categories and we seem to scramble a bit so please give this some consideration. As always we are looking for donations to help make the raffle and silent auction inviting to attendees, Bob Maderich is responsible for this area so please bring any donations you have for that to him. Marty Agather runs the Make-N-Take and we used up the aircraft we donated 3 years ago, plus IPMS has gotten out of the kit business so were on our own. If you have any snap together aircraft kits or you would like to buy some, please see Marty. Getting kids into the hobby is a great way to grow new club members, hobbyist and historians.

We have some great presentations coming in the next few months starting with this month, Don Stauffer will be

giving a presentation on the history of airframe construction and the implications it has for modelers. In September, Bob Maderich will be running things as I will be out of town, but we have a bit of a special presentation scheduled, thanks to Mark Rossman. October has Frank Cuden doing a presentation. November has elections then Erik Zabel & myself doing a presentation on the Arduino board. Finally December is the White Elephant, for both books and models.

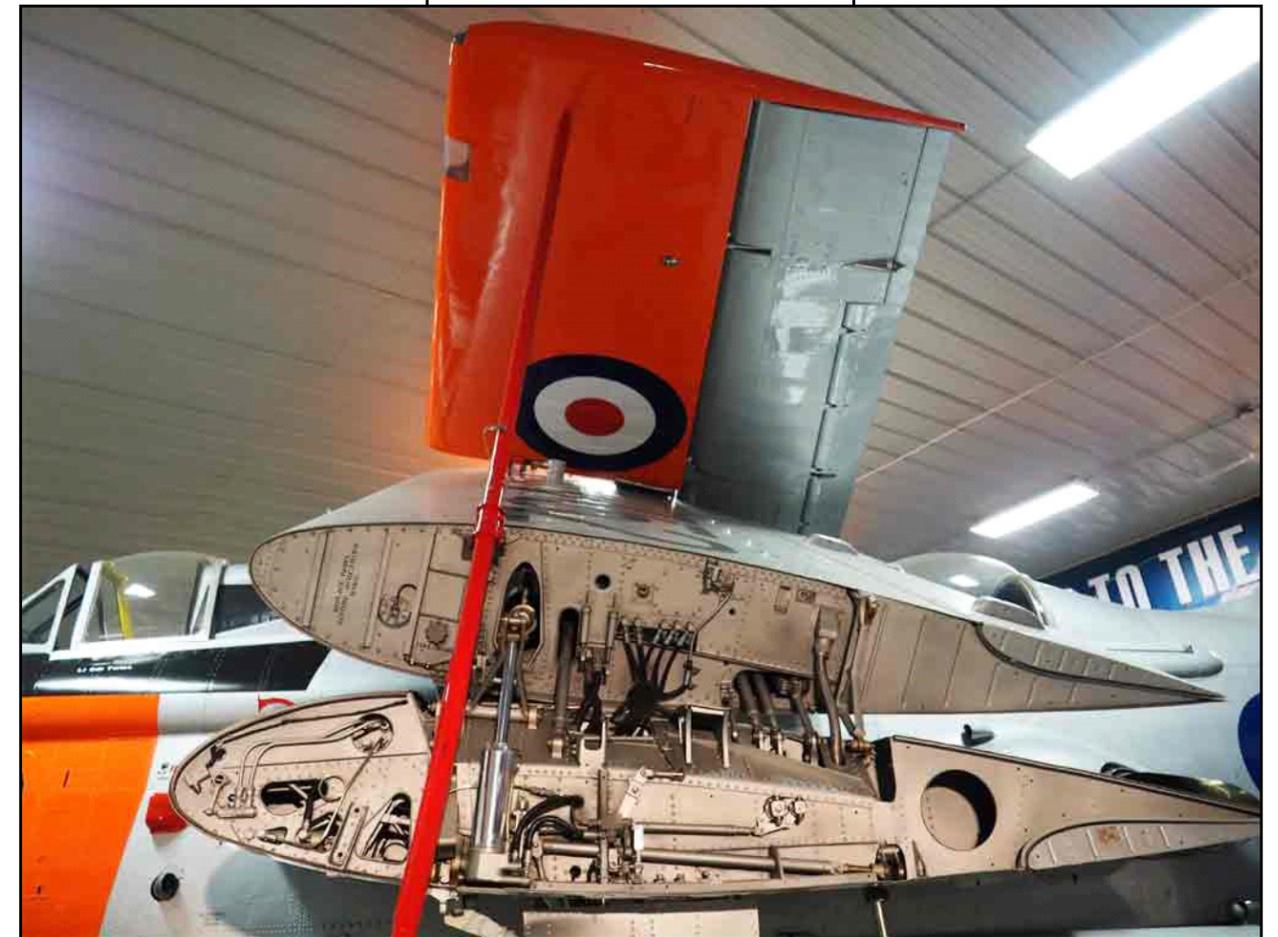
Please consider who or what kind of leadership you'd like to see here at TCAH for next year. Speaking only for Bob and me, we will be stepping down. It can be a lot of fun and can give you the chance to steer things for the club going forward. Also, please give some thought to chairing the 50th Anniversary for the club. We can make that event as much or as little as we would like.



Treasurer's Report—August by Dennis Strand

As I write this report in the middle of July, the club has had no income or expenses in the last 30 days. As a result, my report will be very brief. TCAH currently has a balance of \$6197.34.

Enjoy these summer days and I will see you at the August meeting.





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to read more on how she made it to Wisconsin. <http://wingsofsteel.org/>

The Twin Cities Aero Historians Club had an opportunity and pleasure, in June of 2016, to visit "Janet" and her new stable mate "Hank". "Hank" is one of only three Hawker Hunters built of the type called "T8M" and is the only one to start its return to flight status here in the US. "Hank" actually served alongside "Janet" when both were assigned to the Royal Navy at Lossiemouth Scotland air base.

Harry Odone, pilot of "Janet" and his team provided an excellent presentation to our

club. Answering questions and giving us insight to the recovery and restoration of the aircraft.

If you would like to model this very aircraft and markings, Revell has this in 1/72 scale.

TCAH wishes to extend our thanks and gratitude to Harry, Shannon and the Wings of Steel for the presentation about these two aircraft.

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lines when viewed from certain angles. I can adjust a model on a stand so that it is angled just right, and just sit and admire the way it appears, kind of losing track of time. Then I get the hots to build another one. Thank the

maker for my shelf of doom.

I went through a period where I was just plain tired of puttying seams. I wanted to get to the paint job, but putty was getting in my way. I had a small revelation that if I painted pictures of airplanes, I could jump right into the painting part without all the preparation, so I tried my hand at aviation art. Well, you don't pick that up overnight either, but it was fun. I even continued to build kits of the subjects I planned to paint (every artist needs a model, right?) and since I was primarily looking at perspective and how the light and shadows fell on the various shapes, I didn't need to putty the seams! Maximum gratification.

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Airline Chatter by Terry Love

American Airlines first scheduled commercial flight to Cuba will be on September 7. The flights will operate daily from Miami to various Cuban cities, but not Havana. American will use Boeing 737 equipment on the routes.

Southwest Airlines postponed delivery of 67 Boeing 737s pushing the \$1.6 Billion spending to the next decade. Southwest will accelerate the 6 Boeing 737s on order to an earlier 2017 delivery to cover the retirement of its oldest 737s. Southwest Airlines has 723 airliners.

Airbus is having trouble selling their Airbus A-380. So they are cutting the monthly production rate from 2.5 to 1.

Airbus now has 12,600 orders for the Airbus A-320 series of airliners since its launch. About 7,000 have been delivered to some 320 operators worldwide.

The following airlines were awarded routes to Havana, Cuba:

American Airlines from Miami and Charlotte

Delta Airlines from Atlanta, New York City, and Miami

Frontier Airlines from Miami

Jet Blue Airlines from Fort Lauderdale, New York City, and Orlando

Southwest Airlines from Fort Lauderdale and Tampa

Spirit Airlines from Fort Lauderdale

United Airlines from Houston and Newark

The Farnborough Air Show was recently held in England. The following airline orders were announced at this huge bi-annual air show:

Virgin Atlantic ordered 12 Airbus A-350s for \$4.4 Billion. JetStar Pacific of Vietnam ordered 10 Airbus A-320s for \$1.2 Billion.

WOW Airlines of Iceland ordered 4 Airbus A-320s for \$460 million.

Avianca Airlines of Colombia ordered 62 Airbus A-320s for \$6.7 Billion.

Air Europa ordered 20 Boeing 737-800s for \$2.2 Billion.

Rulli Airlines of China ordered 6 Boeing 787 Dreamliners for \$1.6 Billion.

Egypt Air ordered 9 Boeing 737-800s for \$865 million.

Donghai Airlines based in Shanghai, China ordered 25 Boeing 737-800s for about \$3 Billion. All Chinese orders are handled through the Chinese Communist Government. Xiamen Airlines of China ordered 30 Boeing 737-800s for \$3.4 Billion.

Air Asia of Malaysia ordered 100 Airbus A-320s for about \$11 Billion. Air Asia presently has 170 Airbus A-320s, with 575 more on order. Air Asia operates over 1,000 daily flights to over 120 destinations in 24 countries.

Germania Airlines ordered 25 Airbus A-320s with an option for 15 more. Cost will be \$2.7 Billion. Germania is a low cost German airline. They presently

have 25 Airbus A-320s.

Kunming Airlines of China ordered 10 Boeing 737-800s. Kunming Airlines is based in Changshiu, China. Presently they have a fleet of 19 Boeing 737-800s.

GoAir of India ordered 72 Airbus A-320s valued at \$7.7 Billion. GoAir presently operates 72 Airbus A-320s.

Volga-Dnepr of Russia, ordered 20 Boeing 747-800 freighters.

Airbus total orders announced at the Farnborough Air Show was 279 airliners valued at \$35 Billion.



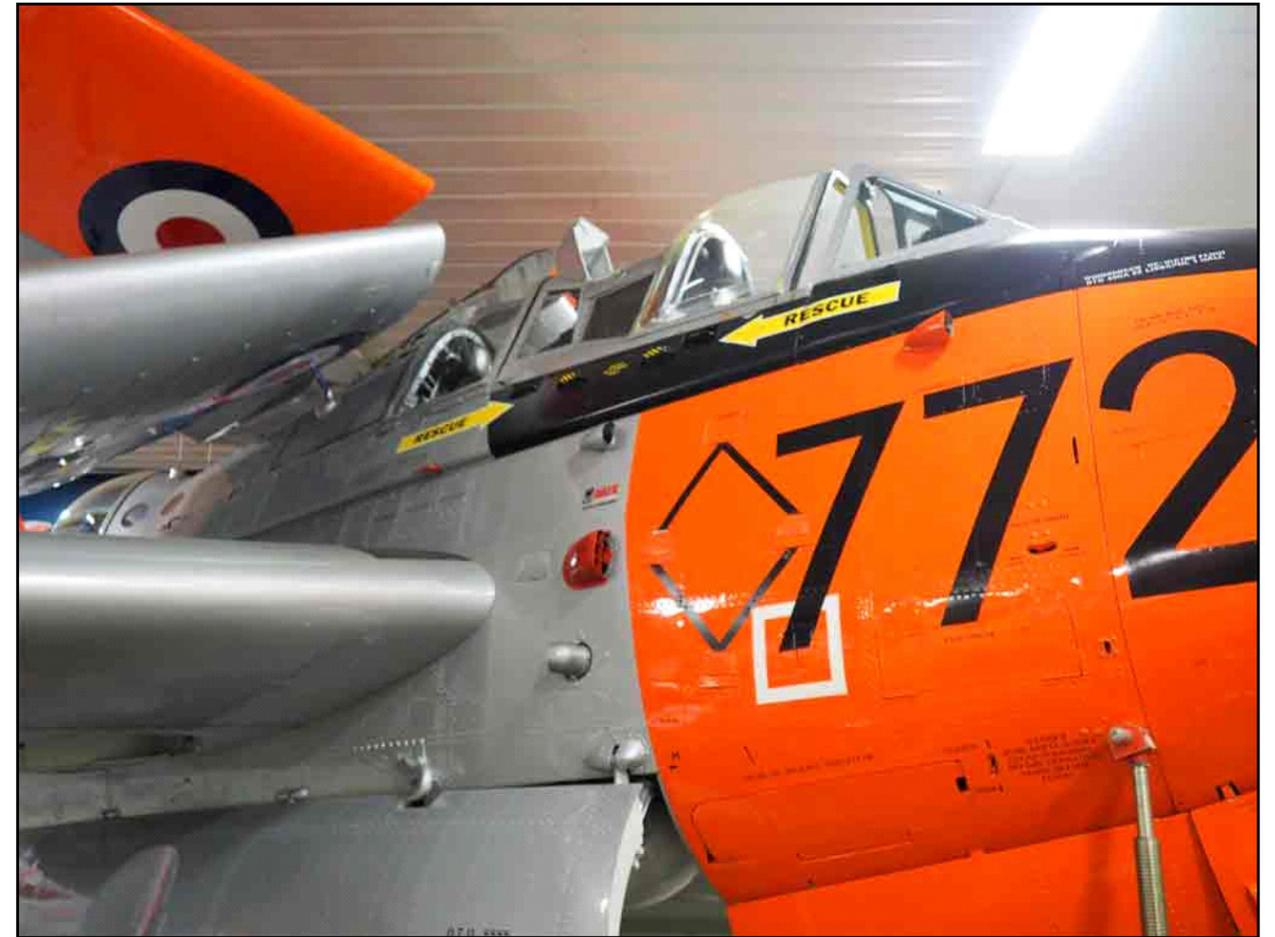
I Seem to Keep Coming Back to Model Airplanes

by Bob Arko

I've been building models since before I could read. I still remember my first kit, an Aurora 1/48 scale Fokker D VII. I was somewhere between five and seven years old. I followed the exploded view diagram and got all the parts where they were supposed to go (at least, that's how I remember it now). Didn't need to read the words then, and now I revise the assembly instructions to suit my own sensibilities of what should be painted in what order, and assembled how far to make that easiest. Still, reading turned out to be a good skill to pick up. Stay in school.

I would go through periods when I would build ships or armor, but I always came back to planes. There must be something about the magic of flight, or the graceful appearance of the

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factory rebuilt to become another new design development for the second time, as a newly designed T5 dual control Gannett. Only eight such aircraft were built using new systems and the more powerful Mamba engines produced by Armstrong Sidley.

- 3) She is the world's oldest surviving Gannett.
- 4) The world's oldest turboprop aircraft flying of any type.
- 5) The last Gannett to land on an British aircraft carrier.

6) The last to retire from the military in 1978.

7) "Janet" also has many magazine and TV credits.

"Janet" almost didn't make it to the US. Owner Shannan Hendricks and sole qualified pilot Harry Odone, founders of Wings of Steel, had been working on the most suitable option to retrieve "Janet" from Goose Bay without exposing her further to any unnecessary risks, fully aware she is irreplaceable. Within days of the Canadian government order to move the plane or have it confiscated, a call was made to the Antonov operators explaining the details about "Janet's" plight and her

need to be rescued.

Ruslan International Ltd., operators of the AN-124 at Stanstead Airport called back wanting to help save her. Ruslan had worked out with the Russian and Ukrainian crew of the AN-124 a way of fitting "Janet's" rescue into their planned work.

"Janet's" rescuers and Discovery History Channel's camera crew all went along with her in the Antonov to Minneapolis as part of the televised relocation for her refurbishments.

I'm leaving the story here as you can visit the foundations site

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