

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
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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

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February 2014



Testors / Fujimi 1/48 A-6A
by Mark Rossmann





Vietnam Intruder by Mark L. Rossmann

History: Day and night attack capabilities for the U.S. Navy were enhanced as the Korean war provided the F4U-4 and F4U-5N versions and the AD-2 and AD-4N Skyraider. The Navy brought on line in the mid-50's increased night attack operations with the AD-5N,

heavy attack with the A3D Skywarrior and light attack A4D, F9F-8B and FJ-4B aircraft. But the Navy was still missing a medium all weather attack type, with requirement OA-01504 initiated on May 15 of 1957, 13 companies began their work. With the likes of Martin, Douglas, Chance Vought, North American, Lockheed, Boeing and Bell, the A2F-1 design from Grumman was declared the winner.

Grumman's "flying drumstick" came out of the Calverton N.Y. factory on April 29, 1960. The "Ironwork's" a jet with a big front end for ground mapping and targeting radars, J52 turbojet engines, Litton's ASQ-61 DIANE system(Digital Integrated Attack Navigation Equipment). Medium attack was born, two seat "All weather", twin
(Continued on page 3)

<div><div>TCAH Officers</div><div><div><div>President, Johannes Allert</div><div>Vice-President, Mark Krumrey</div><div>Secretary, John Dunphy</div><div>Treasurer, Tom Norrbohm</div><div>Historian, Tom Norrbohm</div><div>Sergeant-at-Arms, Bob Maderich II</div></div></div></div>	<div><div>From the Prez</div><div>by Johannes Allert</div><div><p>Firstly, a big word of thanks to John Ross Sr. & Jr. as well as Bob Maderich and Erich Zabel for running last month's club contest. It made for a nice afternoon and from what I could gather, everyone had a pleasant time. Also, by the time you read this, the yearly Hope-it-don't-Snow Contest in Rochester will have wrapped up as well.</p><p>This month, we will gather together to commemorate the club's 48th anniversary and that's quite a milestone when one considers the venues where we've met in the past as well as the events and members who have contributed to the club's existence over the years. Sadly, within the past two months, we have lost two of our long time members. As many of us found out at the last meeting, Skip Nelson passed away over the holidays. In January, Tom Norrbohm passed along the news that we lost one of our life-time members Dave Galbraith.</p><p>When I joined TCAH in 1991, Dave was an established member within the club. Dave was a prolific no frills modeler who built straight from the box. Prior to Dave's family relocating to Oregon, he hosted club business meetings at his home here in the Twin Cities. I was awestruck not only by the number of models he had constructed, but also by the large display cases built to accommodate his vast collection. In addition to his interest in modeling, Dave was also an airline fanatic who occasionally shared many interesting slide photos he had taken over the years. Upon his departure from the metro area, Dave was nominated as the club's first</p></div></div>	<div><div><p>"Life-Time Member." Not to be forgotten are a few of our current members who are recuperating from surgery or injury – Ken Jensen, Dave Huffmeyer, and our Vice President Frank Cuden. God's speed on a quick recovery. We look forward to all of you re-joining the formation soon.</p><p>Just a reminder. We will be serving food (pizza) at the club meeting which will be brief and mainly focus on remembering past members and recognizing this year's recipients of the "Modeler of the Year," "Historian of the Year," and "Member of the Year." Pizza will arrive around 12:30-1:00pm. Meeting will start at the usual time. Bring your own non-alcoholic beverage.</p><div><div>Update</div><div>by Johannes Allert</div><div><p>We've had a spate of rough news lately with the passing of Skip Nelson and Dave Galbraith. Our Vice President, Frank Cuden, will be stepping down from his post to focus on fighting his battle with cancer which he was diagnosed with earlier this month. In the meantime, Mark Krumrey has graciously and willingly agreed to assume the post of Club Vice President .</p></div></div></div></div>
<div><div>Newsletter Info</div><div>Article Submission Deadline: 22nd of each month</div><div>Editor</div><div><div>Bob Arko</div><div>6417 Rice Court</div><div>Lino Lakes, MN 55014</div><div>651-481-8887</div><div>boba@arkokraft.com</div></div><div>Distribution Editor</div><div><div>Rick Schmierer</div><div>1852 E. 39 Street</div><div>Minneapolis, MN 55407</div><div>612-721-8787</div><div>rmschmierer@comcast.net</div></div><div>Send articles to:</div><div><div>Bob Arko</div><div>6417 Rice court</div><div>Lino Lakes, MN 55014</div><div>boba@arkokraft.com</div></div><div>Send Change of Address Notice to:</div><div>Tom Norrbohm</div></div>	<div><div>TCAH This Month</div><div><p>The monthly meeting will be held Saturday February 8, at Fleming Field, South St. Paul, beginning at 1:00 pm. Vendor baiting will begin about 12:00, so come early.</p></div><div></div></div>	<div><div>Secretary's Notes</div><div>by John Dunphy</div><div><p>Meeting called to order by Johan at 1:20. Guests- Nick Mathis, Ed St. Dennis, Jerry Savage. No Old Business. New Business: February meeting will have the club awards and feed. March will be the annual Club Auction. MN Aviation Hall of Fame is holding their banquet in April. Club contest was then held and winners announced.</p></div></div>

<div><div><p>(Continued from page 6)</p><p>his 1/24 Mobieus Hudson Hornet,</p><ul style="list-style-type: none">3rd place Don Stauffer with his AMT Watson Indy Car</div><div><div>Category 11: Sci-Fi & Misc, All Scales:</div><ul style="list-style-type: none">1st Place John R. Ross with his Mobieus Battlestar Galactica,2nd place Erik Zabel with his Halcyon Aliens Dropship,3rd place Rick Verner with his Revell Apollo-Soyuz<div>Category 12: Juniors:</div><ul style="list-style-type: none">1st place Patrick Verner with his Dragon Sherman Firefly,2nd place Greta Engelstad with her 1/72 Monogram P-51D,3rd place Gabe Engelstad with his 1/72 ESCI Sherman<div><p>Congratulations to the winners and Thank to everyone that participated. So now let's get to work on next year's entries.....</p></div></div></div>	<div><div><div>Gone West—Dave Galbraith</div><div>by John Dunphy</div><div><p>On January 11, 2014, longtime member Dave Galbraith lost his battle with lymphatic cancer in Eugene, OR. Dave joined the club in late 1971 and listed his interests early on as U. S. Commercial aviation and WWII British aircraft, even though he built other aircraft types. His main scale was 1/72nd with the airliner kits scale a close second. He was also a very active model builder! Any first time visitor who visited Dave at his house or attended a club Business Meeting hosted by him, was in for a shock. Upon entering the basement of his home, you were guided into an 'L' shaped hallway that housed his model collection. All encased in multi-level glass cases built into the walls.</p><p><i>Hundreds, yes, hundreds of built models</i>, all neatly arranged by type and scale. When Dave retired from the St. Paul Companies in the early 90's, I do</p></div></div><div></div></div>	<div><p>believe he was up to over 700 built models. That number would grow once he and his wife, Darla moved to Eugene, OR to 1000+. Dave was a volunteer at the Oregon Air & Space Museum in Eugene, and as luck would have it, most of all of Dave's models are on permanent display at the museum.</p><div><div>Dave was the club President in 1976 and Vice President in 1984. Was Member of the Year in 1983 and was the club's second Life member, after club founder John Moore. He was also involved very much behind the scenes in the Mini Air Expo shows and the shows that followed.</div></div></div> <div><div>From the Editor</div><div><p>There is no On The Table section this month because the usual contributor, Frank Cuden, is battling cancer.</p><p>I'd like to ask for a volunteer to pick up the baton from Frank and compile the list of models and modelers at the upcoming meetings. A simple text file, or just an email list, will suffice.</p><p>I'm sure I speak for us all when I wish Frank a successful recovery.</p><p>At the left is a photo of one of Frank's models, a P-47N in Georgia Air Guard markings, from the 1/72 scale Sword kit. Another incredible model from a master modeler.</p></div></div>
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<div><p>(Continued from page 3)</p><p>Insignia White.</p><p>Two air wings experimented with camouflage (medium and dark green, tan and dark blue) one being unit VA-85</p><p>Modex: Most A-6 squadrons had “500” modex numbers, VA-85 was an exception in the “800” series.</p><p>Crew Names: Were traditionally under the cockpits, but did not denote who actually flew the aircraft</p><p>being assigned at mission time.</p><p>Interesting Note: For carrier operations the fuselage speed brakes were normally deselected because of thrust lost when extended and were eventually wired shut.</p><p>Model: This is a very good representation of an A-6A, although upgrades would be helpful in making this much more detailed. I was provided this kit by Gary Anderson a fellow Twin Cities Aero Historian and recognize his Viet Nam service on the USS Independence, the first carrier to deploy the Intruders on its one and only cruise to Viet Nam in 1965.</p><p>References: Testors / Fujimi instruction sheet. Osprey Combat Aircraft #93 by Rick Morgan Salamander’s Combat Aircraft published by Chartwell Books Inc.</p><p>Treasurer’s Report by Tom Norrbohm</p><p>No new members or income this month, just expenses in the way of Contest Gift Certificates and newsletter/postage. Our balance as of 1/15/14 is \$4741.01</p></div>	<div><p>Contest Results by John Ross</p><p>We held our Annual Club Contest for anything built in 2013, during our January 2014 meeting. We had a great level of participation with almost 90 kits being display by 21 members, with 31 ballots cast and as always we had a lot of great work showing the interest and abilities of the club. We expanded the categories from 10-12 this year by breaking up the Jet Category into scales. Next year we will want to discuss whether or not we want to expand the category list further to separate out civil aviation and airliners or leaving things as they are.</p><p>Here are the results:</p><p>Category 1: WW I and Biplanes, All Scales:</p><ul style="list-style-type: none">1st place Erik Zabel with his 1/32 Wing Nut Wings Roland D.VI a,2nd place Bob Maderich with his 1/32 Encore Fokker Dr I3rd place to Mark Rossman his 1/48 DR I<p>Category 2: Aircraft, Propeller, 1/72nd and smaller:</p><ul style="list-style-type: none">1st Place Erik Zabel with his 1/72nd Eduard Bf110C,2nd Place John R. Ross with his 1/72 Revell Ag B-17G3rd place to Bob Englestad with his 1/72 Hasegawa Me109G<p>Category 3: Aircraft, Propeller, 1/48th:</p><ul style="list-style-type: none">1st Place Erik Zabel with his 1/48 Accurate Miniatures SBD-3 Dauntless,2nd Place Dennis Strand with his 1/48 Fonderie Miniatures Dornier Do24,3rd place Mark Rossman with his 1/48 Airfix FR.47</div>	<div><p>SeaFire</p><p>Category 4: Aircraft, Propeller, 1/32 and larger:</p><ul style="list-style-type: none">1st place Tom Norrbohm with his 1/32 Hasegawa ME-109F,2nd place Winston Vermilyea with his 1/32 HE 219,3rd Place Winston Vermilyea 1/32 Ki 61 Tei Conversion<p>Category 5: Aircraft, Jet, 1/72 and smaller:</p><ul style="list-style-type: none">1st place Erik Zabel with his 1/72 Academy F-8E,2nd place John R. Ross with his 1/72 Airfix F-86D,3rd place Randy Worninger with his 1/144 Minicraft Hawaiian Air MD80<p>Category 6: Aircraft, Jet, 1/48th:</p><ul style="list-style-type: none">1st Place Steve Rewey with his 1/48 Great Wall Mig-29,2nd place Steve Macey with his 1/48 Hasegawa F-104J,3rd place Rick Verner with his 1/48 Monogram F-101<p>Category 7: Aircraft, Jet, 1/32 and larger: <i>This was contracted due to lack of entries</i></p><p>Category 8: Armor, All Scales:</p><ul style="list-style-type: none">1st place Erik Zabel with his Hobby Boss KV-1,2nd place Bob Steinbrunn with his 1/24 Franklin Mint M4A3E8 Sherman,3rd place John Dunphy with his Tamiya Tiran Tank T-55<p>Category 9: Ships, All Scales:</p><ul style="list-style-type: none">1st place Steve Erickson with his Heller Viking Ship<p>Category 10: Automotive, All Scales:</p><ul style="list-style-type: none">1st Place Erik Zabel with his Tamiya Mercedes CLK-GTR,2nd place Bob Maderich with<p>(Continued on page 7)</p></div>		<div><p>Airline Chatter by Terry Love</p><p>Southwest Airlines received over 18,000 job applications, or 80 per minute, for 750 open Flight Attendants positions in a few hours after announcing the openings.</p><p>Zhejiang Loong Airlines of China, ordered, via the Chinese government, 20 airbus A-320s. They will be built in China. Price is about \$1.9 Billion.</p><p>Boeing sold 1,531 commercial airliners in 2013 or 1,355 net orders minus cancellations.</p><p>Airbus delivered 625 aircraft in 2013. Boeing delivered 648 aircraft. They were 440 Boeing 737-800s, 98 Boeing 777s, 65 Boeing 787 Dreamliners, 50 Boeing 767s, and 15 Boeing 747s.</p><p>Cathay Pacific of Hong Kong, ordered one more Boeing 747-800, and three more Boeing 777-300ERs. Value of the deal is about \$1 Billion. Cathay Pacific presently has 14 Boeing 747s and 53 Boeing 777s in their fleet.</p><p>Spice Jet, the budget airline of India, ordered 42 Boeing 737-800s valued at \$4.4 Billion.</p><p>Fly Dubai, a low cost airline in the UAE, ordered 86 Boeing 737-800s valued at \$8.8 Billion.</p><p>Airbus has an industry record of accepting 1,619 new airliners orders in 2013. Airbus has a backlog of 6,559 airliners worth \$810 Billion.</p><p>Boeing received 1,355 orders for new airliners in 2013, and delivered 648 new airliners. Boeing backlog of orders is 5,080.</p></div>	<div><p>Airbus airliners costs are as follows:</p><ul style="list-style-type: none">Airbus A-318 \$71.9 millionAirbus A-319 \$85.8 millionAirbus A-320 \$93.9 millionAirbus A-321 \$110.1 millionAirbus A-330 \$224.8 million FreighterAirbus A-330-300 \$245.6 millionAirbus A-350 \$340.7 millionAirbus A-380 \$414.4 million<p>Boeing announced that GECAS - General Electric Capital Aviation Services (a leasing company) ordered 40 Boeing 737-800s for about \$4 Billion.</p><p>United Airlines will lay off 685 flight attendants</p><p>(Continued from page 1)</p><p>engine aircraft with a Naval Flight Officer (NFO) equal to that of the pilot. This 2nd crew member concept went back to WW-1 when an Naval Observation Officer(NAO). The 1960’s brought other Navy / Marine aircraft with NFO’s, the E-2, F-4 and A-5. As the Vietnam war progressed, the A-1 Skyraiders were retired, with ten of these units transitioning to the A-6A, VMA(AW) Marine units were created when six Skyhawk VMA squadrons were re-equipped.</p><p>On June 5, 1965 the CTF-77 arrived in theater with the new A-6A with radar and bombing “all weather” capability, with the U.S Air Force having nothing near that until the F-111A came on-line in 1968. The Intruder began with missions over Laos and North Vietnam on July 14th of “65”, losing its first on this first mission with a “Sunday</p></div>	<div><p>Puncher” crew being rescued in Laos after a MK 82 bomb exploded under the starboard wing.</p><p>The aircraft in this article flew from CVA-63, USS Kitty Hawk in 1965-66 operating CVW-11 with the VA-85 Black Falcons. Known as the “Buckeye’s” they had previously flown A-1’s. Buckeye’s lost two A-6’s in a mid-air collision while training over California, losing one crewman and both aircraft. The first casualties over North Vietnam occurred on a raid north of Haiphong, losing CO Cdr Billy Cartwright and B/N Lt. Ed Gold, the actual cause was never determined.</p><p>“Buckeye” 805 flown by CO Lt. Cdr. Ellis Austin and B/N were flying an “Iron Hand” mission on the night of April 21, 1966, near Vinh. There wingman was unable to commence his bombing run because of aircraft issues and saw an explosion on the ground. “Buckeye” 805 (BuNo 1515785) did not return, with the loss of both crew, becoming one of seven “Black Falcons” to be lost in Southeast Asia. Ellis was the second CO to be lost by this unit.</p><p>The Kitty Hawk returned to San Diego on June 13th, the unit lost 8 crewmen and CVW-11 lost 25 aircraft, 20 on missions. VA-85 would be deployed to Southeast Asia a total of 4 times.</p><p>Specifications: Wingspan – 53 ft. Length: 54 ft, 7 in. Height: 15 ft, 7 in. Weight: 26,350 lbs empty, 60,626 lbs gross Max. Speed: 625 mph Service Ceiling: 47,000 ft.</p><p>Markings: Paint: Gloss Gull Grey over</p><p>(Continued on page 6)</p></div>
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