

**Bio**  
**Andrew (Andy) Joseph Browett**  
**June 11, 1910 – April 1, 1982**

Andy was born in McDonald Pennsylvania. McDonald was a coal mining town and he was born to a coal mining family. Andy graduated high school from McDonald in 1928 and lettered in football. He suffered a broken nose while playing football there. After high school he attended a trade school for automobile mechanics in Pittsburg Pennsylvania. He and a friend opened an automobile garage back in McDonald about 1933.

While working at the garage he met an air-service veteran and became interested in aviation. He then left McDonald in 1935 and worked at various jobs in the aviation industry. In 1936 he found himself working for Dart Aircraft in St. Louis. While working the St Louis Air Show in 1937, he met renowned air race plane pilot/builder Art Chester. In the field that year was Art and his race plane, the “Jeep”. Andy worked on the Jeep for Mr. Chester that year at the air races.

Andy had earned his aircraft engine license by 1938. He had returned to MacDonald out of work and looking for a job. By 1939 he was employed by the Martin Aircraft Co. and worked there until 1940 when he was hired by TWA in Kansas City as an aircraft mechanic. He was in Kansas City until April 1941 when he went to Detroit with TWA and two other mechanics to work on TWA airplanes there. By this time he had earned his airframe license. War broke out and Andy wanted to enlist like many other Americans. The military refused his enlistment because he was already employed by TWA. When the Air Transport Command was formed by the army, Andy went to Washington D.C. to work on TWA aircraft then in the Inter Continental Division. After the war TWA moved with Andy to New Castle Delaware until 1949, then back to Kansas City again at the Fairfax Airport as a power plant inspector in engine overhaul. In 1956 he moved to the new Kansas City airport (MKC) still as a power plant Inspector. He became lead power plant inspector in 1960. In 1962 he was promoted to inspection supervisor in the power plant overhaul section. In 1967 he returned to lead inspector and retired in 1975.

During the TWA years the family did a lot of travel by plane and by car. In 1963 Andy and Don purchased the remains of a J3 Cub. They rebuilt the Cub and it is kept at the East Kansas City Airport in Grain Valley, Missouri (3GV) to this day.