

# TEXAS AAA



TEXAS CHAPTER • ANTIQUE AIRPLANE ASSOCIATION • NEWSLETTER • JUNE 2009

## RANGER FLY-IN A GREAT SUCCESS

The day started off looking terrible for a fly-in. Light rain became heavy and a transformer blew, leaving the airfield without power. I even went as far as telling everyone I was cancelling the event. But as the rain moved to the west, and a few airplanes began trickling in, our volunteers concluded we'd stay on board to serve those that showed. As more airplanes were landing and power returned we began to see a good event taking shape. Our unofficial count of 93 airplanes and 2 helicopters set a new record for the field. Some of the old aircraft included 2 Bückers, 2 Stearmans, the Fairchild T-31, a Pietenpol, Culver Cadet and other numerous aircraft from the AAA.

As rain skirted to the north and south at air-show time, David Martin performed for the anti-queers in the crowd with his Siemens powered '36 Jungmeister, Mike Gallaway and Jason Newburg wowed everyone in their two Pitts, 5 T-34's of the Texas Twisters were able to fly, and David finished up the show in his new Extra 330SC. The latest from Extra is quite remarkable and the knife-edge climb with tumbles on top demonstrated it amazing performance.

The Barn Cub was displayed for the first time and donations were made to the cause of getting it back in the air. Only one Cub was able to fly in. I knew of at least 5 other J-3s that were planning to attend. One incident occurred during departures when a Starduster's gear failed and took the airplane into a few trees. The pilot, who has flown the aircraft for over 15 years, was not injured. Overall, the event was a success. 18-year-old Max Rowland made the event even better for a lucky few. He probably gave 20 aerobatic rides in his Jungmann. I thank the AAA leaders and members for allowing me to host again in 2009 and hope those that attended enjoyed the day/weekend.

Jared Calvert



*Photos continued on page 2*



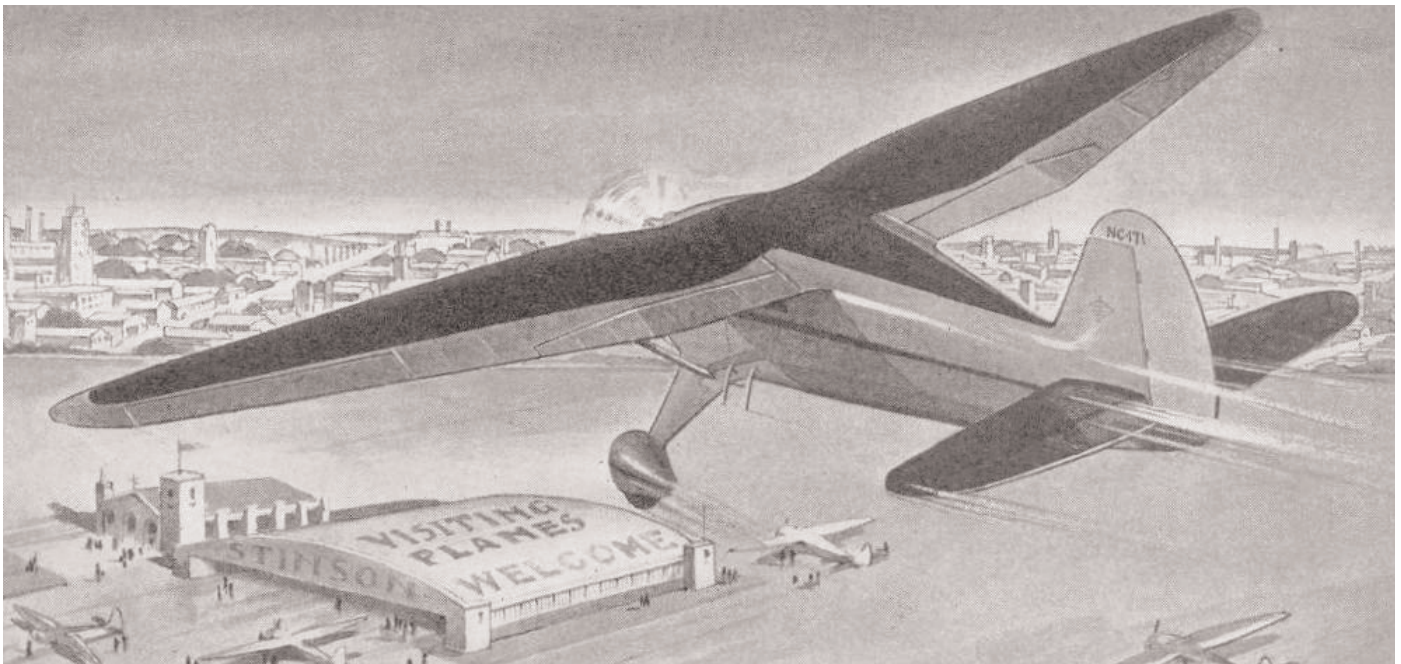
## HELPFUL ENEMIES

The Stockholm airport was a beehive of international activities during WW II. German Lufthansa transports landed there regularly after trouble-free flights in Germany-controlled airspace.

Allied military transports, disguised as civil airplanes, arrived in a steady stream from Scotland and flew the hostile skies during moonless nights. The standard airplane was a disguised Liberator C-87. They brought with them VIPs, diplomats, vital machinery parts, film and photo-chemicals, books, fresh newspapers. On other moonless nights, the Allied aircraft left Bromma loaded up with Norwegian resistance fighters, roller bearings, special steel products, and whatever else was needed by the in the West.

This clandestine traffic was intensified during the last years of the war, and it was organized by old polar bear explorer Bernt Balchen. And there at Bromma airfield, German and American airplanes were mixed together in a comic hodgepodge. And the sets of enemies watched each other carefully and with suspicion.

One day, one of Balchen's Liberators cracked a cylinder head. They could have sent for a spare cylinder from Scotland, but "YESS ! Vee-Do-It " Balchen did it his way. He knew that the DC-3s the Germans were operating between Berlin and Stockholm used the same engines, so he asked a friend from a Swedish airline, to borrow a spare cylinder from the Lufthansa representative at Bromma. The German replied that he didn't have one on hand in Stockholm, however as a favor he could arrange for a cylinder to be flown up from Berlin on the next plane. The following day Lufthansa delivered a cylinder scavenged from an American B-24 which had crashed in Germany. Balchen installed it in his Liberator and flew back to Scotland, got a spare cylinder and took it to Stockholm the next day to replace the one borrowed from the Nazis. Everybody was happy. □



## THE TEXAS CHAPTER OF THE ANTIQUE AIRPLANE ASSOCIATION 47TH ANNUAL FLY-IN - JUNE 12 & 13, 2009 GAINESVILLE MUNICIPAL AIRPORT



Airport Info - GLE - N33.39.8 W 097.11.82 Unicom 123.0  
 Located on Hwy 82 two miles west of I-35  
 Runways: 17/35, 12/30  
 Grass Runway: 17R/35L at midfield  
 Monitor 118.375 for wind and runway info



**Registration** - There will be a registration desk inside the Tomlinson hangar. Aircraft must be registered for judging. A \$5.00/person or \$10.00/family registration contribution is requested to help defray the cost of the fly-in. No additional daily entrance fees! Meal tickets can be purchased at the registration desk.

**Parking for drive-ins** - There is RV parking available on the grass around the terminal building complete with a dump station. The City of Gainesville also has an RV parking facility at the exit of I-35 and California street.

**Camping** - camping is welcome but there are no shower facilities available.

### Hotels

Quality Inn - 940-665-8800  
 Lindsay Inn - 940-668-0929  
 Rose House B&B - 940-665-1010  
 Days Inn - 940-665-5555

### Aircraft Judging

Antique/Classic/Experimental/Military  
 Vendors - Fly Market - Fly-bys -  
 Buddy Rides - Hangar Flying

### Friday

Registration Opens 12 noon.  
 Happy Hour 5:30 P.M. Free Beer & Soft Drinks  
 Hamburger Cookout 6:30 P.M.

### Saturday

Breakfast by local Kiwanis 7:00 A.M. - 11:00 A.M.  
 Lunch at Noon  
 Happy Hour 4:00 P.M. Free Beer & Soft Drinks  
 Banquet 5:00 P.M. Awards Ceremony & Door Prizes

A special thank you to some of our sponsors and supporters - AOPA - Aircraft Spruce & Specialty - King Schools - Sporty's - Trade A Plane - Oregon Aero - Univair

# *Oklahoma Chapter*



## *Pauls Valley Antique Airplane Fly-In*

*Saturday June 6<sup>th</sup> 2009 Pauls Valley Oklahoma Airport*

*Free Camping! Showers Available!*

*Breakfast-Lunch available to public on premises*

*Steak Dinner for registered guests*

*Evening entertainment provided by **Xecutive Decision***

*Unicom 122.8      AWOS 118.67*

*Airport Phone **405-238-7338***

*Chapter President      Greg Lucas      405-268-3925      [cglucas@suddenlink.net](mailto:cglucas@suddenlink.net)*

# BERT E. MAHON

Another valued member of this Chapter and of the Aviation Community has Gone West.

Bert Mahon was born in Caney, Kansas on March 13, 1937 and left this earthbound realm on April 16, 2009 to join the formation of those flyers that have gone before him.

During his lifetime of 72 years, Bert served in the Marine Corps, worked for Standard Oil, the Western Company and Ensearch Exploration before owning his own mortgage business in Denton, Texas for several years. He was also a Ground School Instructor for American Airlines. A private pilot for more than forty years, Bert was Lifetime Member #67 of the Antique Airplane Association. He also had taken up another passion in later years, that of riding a motorcycle and taking trips with his faithful dog Cady.

He is survived by his wife, Mary Mahon; his Daughter, Tracey Elliot and husband Ken of Lafayette, LA; his son, Kelly Mahon and wife Riana of Priest River, Idaho; and four grandchildren, Will, Mary, Curtis and Ryan.

On Saturday April 25, 2009, over 200 friends and relatives gathered at the Mahon hangar at Denton Airport to commemorate his life and wish him fair winds and blue skies for this next leg of his journey.

Another day in aviation has been brought to a close, a day not to be forgotten, but to be fondly remembered. □



*The Mahon family from left to right: Mary, Son Kelly, Daughter Tracey and Grandson Will.*

# JUNE FLY-IN

Just a reminder that the June fly in will be held this year on June 12th and 13th. We need volunteers for aircraft parking, registration, setup, etc. Please contact Jim Dougherty the fly-in chairman to volunteer. Jim's contact numbers are on the back of this newsletter. The Quality Inn Gainesville is offering a special rate of \$69.99 a night plus tax. Make your reservation by phone at 940-665-8800 and mention the Antique Airplane Association. Fly in. □

Are you looking for airport properties?  
Contact Texas Chapter Member

**Maybeth Nunn, Broker**

The Real Team/Argyle

214-356-0383

maybethnunn@realteam.com

*The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.*

2230 Airport Dr.  
Gainesville, Texas 76240

BILL MORROW  
E-mail: billm@tomlinsonavionics.com



Phone 940-612-2044  
Fax 940-612-2011

**TOMLINSON AVIONICS OF TEXAS INC.**  
FAA Approved Repair Station #T3TR390N

**AIR SALVAGE SUMMER SALE**

**JUNE 20<sup>th</sup>, 2009, 8:00AM-4:00PM**

**1361 Ferris Rd., Lancaster, Texas**

# THE REETZ STINSON SR-8C

Noticing that the wife of a recently deceased Texas AAA Chapter member, Patrick Rietz, has a 1936 Stinson SR-8C for sale, this old man decided to learn a little about this model Stinson. This was somewhat easy in that I still have a book borrowed from Jim Austin two years ago titled *The Stinsons* by the great aviation historian John Underwood.

The SR series came to the fore with Stinson after the company was saved by an order from the Honduran Air Force for three Model O Stinsons. (A replica Model O is under construction by AAA member Brad Poling.) The SR series differs from the R series in the landing gear being full cantilever. The Fairchild 24 series landing gear type are what was on the R series. The SR proved to be successful with 89 being built, plus seven specially ordered ones with minor variations were designated SR-1, SR-2, SR-3, and SR-4.

The SR-5s, known as straight wings, were all powered by various versions of the Lycoming R-680, just as the previous SRs had been. The SR-5 series started the use of flaps that were called "speed arresters." These let the nose be held at a high angle and the glide angle was quite steep. The model SR-6 was also a straight wing, having more refinements than the SR-5.

The second major change to the SR series came with the SR-7, the first of the Gullwings. There some teething problems with the first 7s, but those were solved before the advent of the SR-8, which quickly became a favorite with the Canadian bush pilots. One could let the airplane take off without hands on the stick. The stall required strenuous force to hold the nose up. It could recover from a spin in a half turn with hands off the controls. This was truly a stable and forgiving airplane, and 125 of them wonderful birds were built. They were mostly powered by Lycomings, but some had the Wright R-760s.

The SR-8 is a big airplane in which five persons can be carried in comfort. Roll down the windows and stick your elbows on the windowsill as in a car. Carry all your traveling needs in the luggage area. Since it is a big airplane, you better have a big hangar for the 41-foot wingspan. For tie-downs, you better carry a tie-down rod. Yes, a tie-down rod! It is used to hook into the tie-down ring on the bottom of the wing and have a rope

attached to the other end. Instead of the usual front and back spars, The 8 has what looks like a steel bridge truss to which steel u-channel ribs are attached. No glue and nails! The ribs are brazed together and onto the steel truss. Many antiquers consider the SR-8 the start of the antique classic look. It gets your attention and makes one want to go on a trip and arrive in style.

Working on one of these birds is not an isolated task. We have two Gullwings being rebuilt by chapter members, Kip Yearwood and Dean Emerson. As a matter of fact, Dean's is an SR-8D. Ray Kidd was its previous owner. There also is the Stinson Historical and Restoration Society. There are no real unsolvable problems with this type or project. You, however, must have some muscle to move the wings and fuselage around, and also when the airplane has been completed. The Lycoming engine is still quite common. Its nine cylinders make for smooth running and a great sound. You can run from ten to sixteen gallons of fuel per hour through it.

Yes, you are most likely correct. I lust after this type of bird just like anyone who has stopped and admired her lines.

Patrick bought the SR-9C as a project. It had been ground looped. The left fuselage needs the left gear and firewall area tubing straightened or replaced. The engine mount also needs some tubing work. Naturally, the left wing needs some attention as do the engine and propeller.

One does not need to do it all by reverse engineering. The national AAA has drawing information available. Joetta has some pictures one could request to see via the Internet. She can be contacted at (817) 253-7295.

□



# CLASSIFIED

**FOR SALE** - 1950 Bellanca Cruisemaster 14-19. 190 Lyc., 80 hrs.. SCMOH. 2987 tt. \$27,500. Contact: Sherman Oxford at (972)874-5050 or (214)704-1535. 2/07

**FOR RENT** - 2,500 sq. ft hanger on beautiful Bird Dog Airfield full water, full electricity, stack doors, cement floors. Contact: Scott Sackett (940) 367-1992 Cell or email: sackett@pobox.com.--10/06

**HANGERS FOR LEASE** - Lancaster, TX (KLNC) T-Hangars, 60'x60' and 70'x70'Call George(214)521-8855

**FOR SALE** ---- 1958 Cessna 172 TTAF 3796 TSMOH 2057. \$ 25,000.00 Or Best Offer. Contact Craig Tuggle at (940)433-8579.

**FOR SALE** 1973 Cessna 150L Restored June, 2001, Continental 0200-A, 67 hrs SMOH \$28,000. More information and many photos at: www.contarsoftware.com.

**FOR SALE** -1942 Stinson L-5. Restoration completed one year ago. 190 HP Lycoming, 20 SMOH. Asking \$59,000.William J. Nelson --1524 Rocky Bluff Drive,El Paso, Texas 79902

wnelson1@elp.rr.com - 05-08

**FOR SALE** 1946 CESSNA 140 - \$28,000 - Very original airplane - 4006TT, 615 SMOH, 85hp, Completely refurbished 1988, very nice. Contact Mike V. Vance, Owner located Grapevine, TX USA - Telephone:817/946/1180 -- 9/08

**FOR SALE** RARE 1950 8F Luscombe project. N831B Temco built serial #6762, One of the last thirteen built in Dallas. 0-SPOH, TTAF-1494, SMOH-550, 2 owners the last 28 years. \$20,900.00 1-918-855-8500 Tulsa, OK. Please note we also have a Pristine 1946 GC1B Swift for sale. - 10/08

**FOR SALE** 1936 Stinson SR8C NC171116: Airframe time is apps. 1200 TT, engine and prop apps. 800 TT. We have \$35,000 in the project, but would take \$30,000. For additional information, please contact me on my cell phone Joetta Reetz @ 817-253-7295. 01/09

**FOR SALE:** 1964 Cessna 210D TTA 5105 TTE 454(SFREM)-Continental Medallion IO 520-A, Prop 434 SMOH. Last Annual 09/08, Int 9 Ext 8, \$69,900.00, Would consider a nice champ or J-3 in trade. John Whatley 575-536-3173 Res, 214-629-3929 Cell

**FOR SALE:** 1947 Piper PA-12 Super Cruiser, LYC O-320, 150 HP(Kenmore Conversion),TTA 1618, TTE 630 SFREM. Recent INT & Carpet 9.0, EXT 7.5, Last Annual 03/09, \$59,900, WOULD CONSIDER A NICE CHAMP OR J-3 IN TRADE, John Whatley 575-536-3173 Res, 214-629-3929 Cell

**FOR SALE:** Parting out a 1939 Fairchild 24W, less engine. Aircraft is complete. It was involved in a landing accident and all damage has been repaired. The lower fuselage will need recovering. Wheel pants, new tires, instrument panel complete, no radios, good glass. Asking \$15,000.00, OBO. Located at Hooks Airport, Houston, Texas. Contact Carlton H. Mann 281-419-2520 Cell 936-788-3106. Email moviemann@sbglobal.net

## CALENDAR OF EVENTS 2009

### JUNE

The 47th Annual Texas Chapter Antique Airplane Association Fly-In will be held at Gainesville Municipal Airport on **June 12th and 13th**, 2009, Noon Friday until close Saturday night.

This is a very important time for our Chapter, because it provides a chance for the whole Chapter to pull together for the common good of making this annual fly-in a success. It is only with the participation of members working together that this will happen. If you have not arranged to volunteer for some aspect of the work involved in presenting the fly-in, you must do so now. Contact **Jim Dougherty** and find out what you can do. If you're not able to do so before the event starts on Friday at noon, make yourself available to him then. If each of our members spent 1 hour of their time doing something at the fly-in, it would be a huge success.

**For Flyers:** Gainesville Municipal (GLE) is located on the DFW Sectional Chart about two miles west of Gainesville, Texas.

**For Drivers:** From Interstate Highway 35 in Gainesville take Highway 82 West about two (2) miles until the airport entrance sign on the North side of the highway. Follow the Airport Road North and the Tomlinson Hangar will be on your right.

### Schedule of Texas Chapter Monthly Meetings 2009

**Jun 12 and 13 Gainesville (GLE) Texas Chapter Annual Fly-In**

**Jul 18** Edgington Ranch (XA03)

**Aug 15** Northwest Regional (52F)

**Sep 19** Bird Dog Airfield (TE58)

**Oct 17** Edgington Ranch (XA03)

**Nov 21** Northwest Regional (52F)

**Dec 19 Gainesville (GLE) Christmas Party**

**If you have hosted a meeting this year or have scheduled to, THANK YOU.**

### OTHER FLY-INS OF INTEREST:

**Sep 2 thru 7 National AAA Fly-in Blakesburg, IA (IA27)**

**Sep 18 and 19 Tulsa Fly-In Bartlesville, OK (KBVO)**

**Oct 23 thru 25 Flying M Ranch, Reklaw, TX (7TA7)**

□

## MEMBERSHIP AND DUES

Membership dues for the Texas Chapter of the Antique Airplane Association are \$25.00 per year.

**NOTE - YOUR MEMBERSHIP DUES EXPIRE ON THE DATE NEXT TO YOUR NAME ON THE MAILING LABEL OF YOUR NEWSLETTER.**

**Please send dues and address changes to:**

*Secretary/Treasurer  
Georgina Edgington  
10862 Gregory Road  
Sanger, TX 76266  
(940) 206-0426*

To join the National organization a one-year membership is \$40.00. Send payment and personal information to:

*Antique Airplane Association  
Antique Airfield  
22001 Bluegrass Road  
Ottumwa, IA 52501-8569  
Email: antiqueairfield@sirisonline.com  
National AAA/APM Website:  
www.antiqueairfield.com*

**See a color newsletter on our website at [www.txaaa.org](http://www.txaaa.org)**

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**"KEEP THE ANTIQUES FLYING"**